

GRAIN DEALERS' JOURNAL

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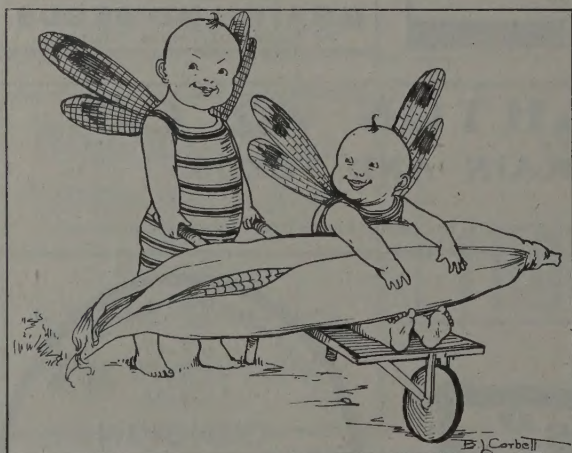
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see it, and keep it there.
THAT IS IN THE
Grain Dealers Journal
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Be up and coming tomorrow without a worry or fret,
And grabbing your old wheelbarrow pay up your election bet.

Wherever there is a conflict **TWO SIDES** are **OPEN FOR ALL**.
But he who "straddles the question" invites the **HARDEST FALL**:

The **FAIR MAN** fights in the **OPEN** with answer "yea" or "nay",

And **THE SHIPPER** who **BILLS** to **LOWELL HOIT** will
have **NO BETS TO PAY**."

November 8th, 1904.

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A, B and Annex; Capacity 3,000,000 Bushels.

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Please write for bids.**CHAS. R. LULL**
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Liberal Advances. Prompt Returns.
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A time and labor saver. Invaluable
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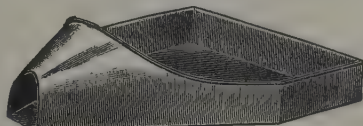
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Made of Aluminum. The lightest pan made, will not Rust or Tarnish, always stays bright.
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This book is 12x12, contains 225 pages and has room to record 7,425 loads in duplicate. Each page has duplicate printing for column heads of Gross, Tare and Net weights and the page is perforated down the middle from top to bottom, so that half of it folds back on the inside half, bringing the duplicate printing on half of the page over the printing on the under half, so that when a carbon paper is inserted between the leaves formed by folding back the page, an exact duplicate is made of the original entry.

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The book is well bound in heavy board covers. Price, \$2.00.

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255 La Salle St., CHICAGO, ILL.

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Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors, on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered, 50 cents.

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Wheat, Corn, Oats, Hay and Straw

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ship East Union Line via Indianapolis, Ind.

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dealer than a paid up subscription
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and prices. Shipment via C. & N. W. R. R.

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and ask for ours.

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BOOK**This book is designed especially for country
grain men to use in taking written contracts
from farmers. The contracts are numbered
in duplicate, two on a page, with perforation
between for easily tearing apart. The stub is
signed by farmer certifying that he has sold
..... bushels of at per bushel
to be delivered on or before It also
certifies that he has received dollars
on the contract. The other part is signed by
elevator man and given to farmer. It cer-
tifies that the elevator man has bot so much
grain, etc.Each book contains 50 contracts, printed on
linen paper, size 3¼x10¼ inches.You can not afford to be without these con-
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BRUCE McBEAN & CO.*Grain Brokers*

232 Grain Exchange

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We solicit your orders for
the purchase or sale of
WINNIPEG FUTURES

Correspondence Solicited

If you want anything for your elevator and do not know where to find it, write us.



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Beam balances at zero, graduated so that by filling the cup with grain the beam will designate exactly the number of pounds it will weigh to the bushel. Three sizes, 1 pint, 1 quart, 2 quarts.

Grain Samplers

Made from strong, polished tubing in wagon and car sizes. Special sizes for canal boats or grain bins made to order.

SEND FOR OUR CATALOG

SKILLIN & RICHARDS MFG. CO.

CHICAGO, ILL.

Everything for your Elevator.



WHEN A MAN

With an elevator,
Buys December corn,
And sells May;
And fills his bins
In December,
To meet his contracts
For May

HE WANTS TO KNOW

That the December corn in his bins
Won't ferment
And heat
And turn blue, then black
And rot
And force him to buy
More May corn
To fill his contracts.

To Prevent Insomnia
And Heart Failure
At Such Times, Take a

Hess Grain Drier

(707 TACOMA BLDG., CHICAGO).

IF THE MAN

With the elevator
Is wise
And owns a Hess Drier
He can save his corn
For May delivery
And make the pile
He figured on.

That's the

INSURANCE FEATURE

Of it.

OR—ALSO—

He can see the other man
Who isn't wise,
Who has no Hess Drier
And buy *his* December corn,
Which needs saving,
At the salvage price,
And put it through
The Hess Drier
And then sell it
At the May price.

THAT'S THE PROFIT FEATURE.

Most of the BIG

Grain Firms

Are wise.

They have Hess Driers

Hence no insomnia.

HAVE YOU?

HUNDREDS

of prosperous grain men in the U. S. point to the MIDLAND line of elevator machinery and supplies as the cause of their success. Grain Elevators equipped with our machinery and supplies handle grain economically, do not break down and cause delay during the busy season, and prolong the life of the house. We can prove to you why, if you write us. If in need of repairs or building a new elevator let us figure with you.

Midland Machinery Co.

Complete Equippers
of Grain Elevators.

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FEED MILLS FOR GRAIN ELEVATORS.



Crushers, all kinds of milling machinery and supplies. "Monarch" costs a little but it does more no "extras" or our Catalog and Sprout P. O. BOX 260



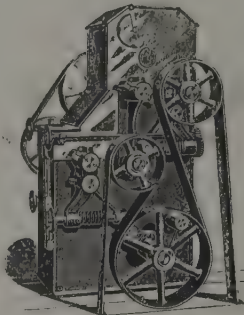
Q No like, no keep; no pay—that's the "Monarch" way. Q Enables you to know what you will get. Q We make French Burr, Attrition, Feed, Meal and Grist Mills, Corn Shellers, and there are "repairs." Get get mill-wise. Waldron MUNCY, PA.

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Willford's Light-running Three-roller Mills

Are not only easy to handle, but grind the most feed for power consumed of any feed grinder made. Send for circulars and prices.

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**The Heart of the Mill**

is in the rolls. If they don't do their work nothing else can. We absolutely guarantee the best work that can be done in the line of grinding and corrugation. We don't keep your rolls all summer, either.

We'd like to tell you some of the reasons why **THE NORTHWAY FEED MILL** stands peerless in its class. For true economy in every direction and the limit of satisfaction it stands alone. We'd like very much to have you write and ask us about it. Ask us anything in the mill line. AGENTS

Invincible Grain Cleaning Machinery.

STRONG & NORTHWAY MFG. CO.
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On cards.

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 lbs. each.

In addition to the regular reduction table, 4 dockage tables showing the dockage on any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lbs. dockage are given. Also a table for reducing any quantity flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

Printed in 2 colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

Grain Dealers Co.

255 La Salle Street, - - Chicago, Ill.

NORDYKE & MARMON CO.

AMERICA'S LEADING MILL BUILDERS

INDIANAPOLIS, IND.

FEED MILLS

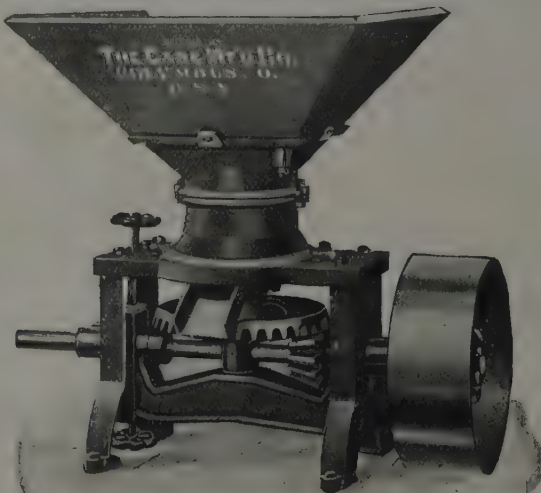
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**THE CYCLONE**

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**IS STRONG, DURABLE
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Machines and Parts Carried In Stock Insuring Prompt Shipments.

Price of Machine As Shown in Cut

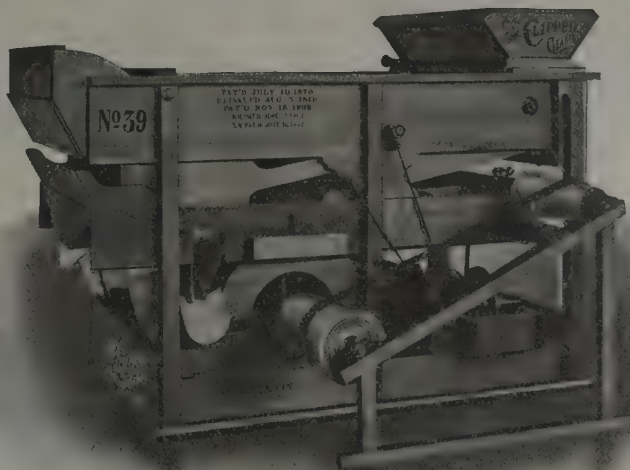
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The "CLIPPER" CLEANER "leads the procession" for practical efficiency and low cost of maintenance.

Here are a few "CLIPPER" points "boiled down:"

It is the cleaner that cleans.
It is adaptable to any purpose.
It cleans Grain, Seeds or Beans perfectly.
It cleans more grain with less power than any other cleaner.

It is simple, strong, convenient and will not get out of order unless you use an axe.
It has stood the test of Time and Use; Grain Elevator Companies, Bean Dealers, and Seed Firms all give it a warm "send off."

We don't just holler "Best," but stand behind the "Clipper" with a solid guarantee of satisfaction.

Moreover we give thirty days' trial on approval.

We want to "show you;" may we?
Your way to "lead the procession" and have satisfied customers is to use the "Clipper" Cleaner and sell "Clean" grain and seed.

A. T. FERRELL & CO., Saginaw, Mich.

N. B.—WRITE FOR OUR CATALOG "A"

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Then you will get all the corn off the cob without breaking or cracking the kernels.

This sheller is made especially for elevator work, with capacities ranging from 300 to 1500 bushels per hour. It is the ideal sheller to use. Occupies small space. The best results are obtained, when sheller is to take ear corn direct from pit, by making the pit-bottom hopped from three sides toward a vertical side next to sheller with a large gate in the vertical side so the ear corn can flow out through same into the receiving hopper of the sheller.

Get our catalog describing full line of **New Process Corn Shellers** and **Cleaners** for elevators and warehouses.



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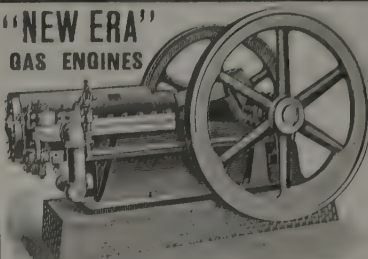
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GAS ENGINES**



For Gas or Gasoline. Sizes 6 to 100 H. P.
THE NEW ERA GAS ENGINE CO.
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FOR GRAIN ELEVATORS
From 1 to 30 H. P.
Write for descriptive circular.
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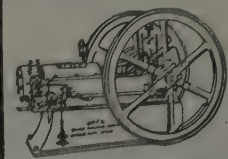


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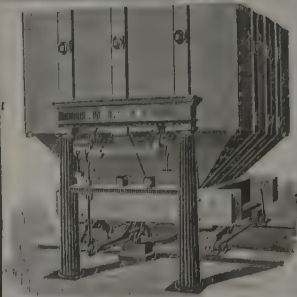


COLUMBUS ENGINES
Columbus Machine Co.
COLUMBUS, O.

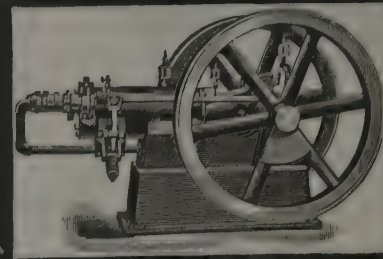
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Are perfectly adapted to the needs of grain elevator men. Write for description. Other engines taken in exchange. (Send for list of rebuilt second-hand engines.)
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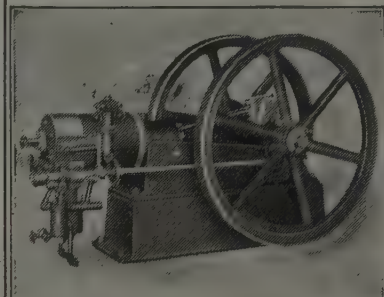


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THIS ENGINE




will furnish you with an absolutely reliable power. It is economical of fuel; compact, closely governed, simple and strong in construction, has few parts and is not likely to get out of order. An ideal engine for the elevator. We want to tell you more about it.
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Is a practical hand book of questions and answers on difficult problems, which may arise in the care and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.
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HIGH GRADE
AUTOMATIC
SIMPLE
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ACCURATE
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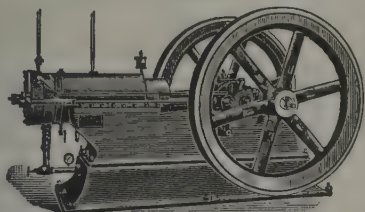
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"Simplest Engine Built."



Combines efficiency and durability with simplicity. The only engine with detachable water jacket. Full line Portable, Horizontal and Upright Engines. Write for catalogue.
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SIMPLE, ECONOMICAL, RELIABLE



Send for Catalog of our Special Elevator Engines.

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FT. WAYNE, IND.

You're well pleased if your engine is a WATERLOO

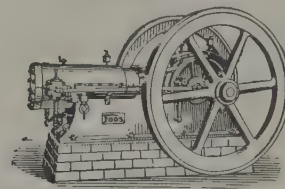


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Waterloo Gasoline Engine Co. Waterloo, Iowa.

FOOS ENGINES

give perfect satisfaction—have phosphor bronze bearings throughout



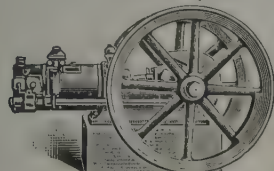
No weights in the wheel rims.

Ask for Catalog No. 20.

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The "OTTO" Still in the Lead

It is not surprising that the "OTTO" was awarded the Gold Medal at St. Louis. In fact it has never failed to take first prize wherever exhibited. Below is a list of the "OTTO" Triumphs in America.



Philadelphia Centennial, 1876	Chicago World's Fair, 1893
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Cincinnati, 1880	New York, 1896
New York, 1881	Nashville, 1896
Louisville, 1883	New York, 1897
San Francisco, 1884	Omaha, 1898
New York, 1885	Omaha, 1899
New Orleans, 1885	Philadelphia, 1899
	Buffalo, (Pan-American) 1901

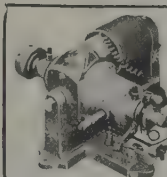
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No engine could be uniformly successful without deserving it.

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Chicago Representative:
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The Auto-Sparker

does away entirely with all starting and running batteries, their annoyance and expense. No belt—no switch—no batteries. Can be attached to any engine now using batteries. Fully guaranteed; write for descriptive catalog.

Motinger Device Mfg. Co.
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POWER CAR LOADERS FOR ELEVATORS.

EASY TO INSTALL



Watertown, Wis., Oct. 12, 1904.

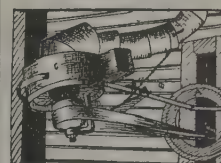
Maroa Mfg. Co., Maroa, Ill.

Gentlemen:—We have been using your loader since August, and we do not hesitate to recommend it to any one. It has done exactly as you claimed for it, and we would not be without one. We remain, Yours truly,

Watertown Grain Co.

So far as we know these people had never seen a Boss car loader until they got the one we shipped them, and as they sent us their order by mail, there was no agent to instruct them how to install it. Consequently, they had nothing but the instructions which we send with each machine. This shows that the loader is easy to install, and that it does good work when the directions are followed. We make them in different sizes and send them on trial when requested to do so.

MAROA MFG. CO., Maroa, Ill.



Nelson Car Loaders are O.K.

I put a Nelson Car Loader in my Elevator and am more than pleased with it, and feel that I could not get along without it. We start the loader and go about our business and let the car load itself. It saves a man's time and makes car loading a pleasure. The grain passing through the machine is improved. It takes but little power to run it. I can unhesitatingly recommend the loader to grain dealers. Will answer any questions desired. S. J. CLAUSEN, Clear Lake, Ia.

E. B. NELSON, Burchinal, Ia.

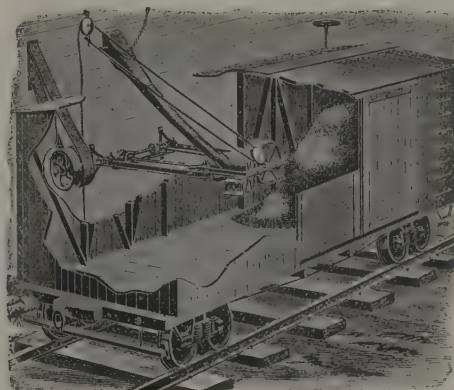
You Want It

THE IDEAL CAR LOADER is guaranteed to give satisfaction. If it fails to do all we claim, it costs you nothing.

Write for catalog, giving full description and price.

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The Champion Car Loader



Will fill each end of the car at the same time.

Has a capacity of 6,000 to 9,000 bushels per hour.

A perfect success.

Write the inventor and pioneer manufacturer of the rotary car loaders, for full particulars.

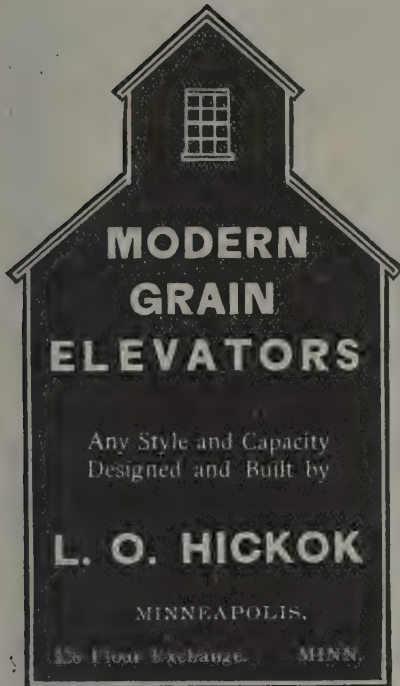
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GRAIN ELEVATOR BUILDERS.



**MODERN
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Any Style and Capacity
Designed and Built by

L. O. HICKOK

MINNEAPOLIS.

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Plans and specifications furnished on short
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satisfaction. No elevator is complete without Constant's Special Chain Drag Feeder.
Very truly yours,
N. A. GRABILL, Elevator Builder.

The Value

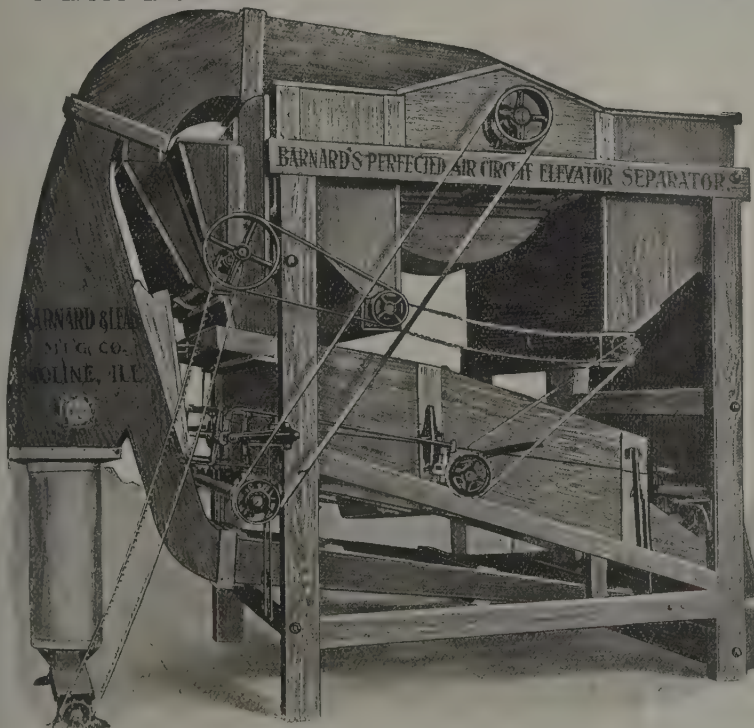
of an advertisement depends upon placing
it before the right persons. You can get
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With Sieve Cleaning Device

This machine requires no dust col-
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OUR NEW SIEVE CLEANING DEVICE

keeps the sieves perfectly clean all the
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The machine is entirely automatic
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This Elevator

is well arranged, modern and up-to-
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grain quickly and economically.A descrip-
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poorly ar-
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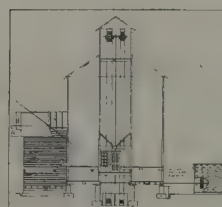
Enid, Okla.



"YOUNGLOVE"

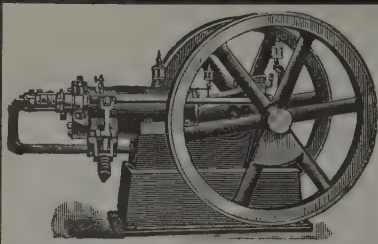
is still doing business. There has been some changes and additions made to the Company, however, and will be known in future as the

Younglove Construction Company



Be careful of your address, if you want to reach me, write it in full or simply J. F. Younglove, BOX No. 478. PRACTICAL PLANS, UP TO DATE THE BEST OF SERVICE. Any locality.

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Sole State Agents HOWE Gasoline Engines. Special Agents HOWE Scales.

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Complete Equipments for Grain
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HIGH GRADE Buckeye Engine for sale; in first-class condition; cylinder 10x14; 2 drive wheels 60-in. diam., 4-in. steam pipe; will develop 75 h.p. A. Colvert, Attica Ind.

Attica, Ind., Sept. 9, 1901.
GRAIN DEALERS JOURNAL,
Chicago, Ill.

Gentlemen: Enclosed please find check for advertising engine. Kindly discontinue ad in Grain Dealers Journal as it has already sold my engine, and oblige,

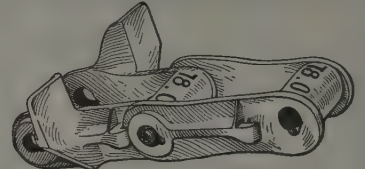
Yours very truly,
A. COLVERT.

If You Don't
buy your goods of us
We Both Lose Money
Complete line of
ELEVATOR MACHINERY AND
SUPPLIES

H.L.Thornburgh & Co.

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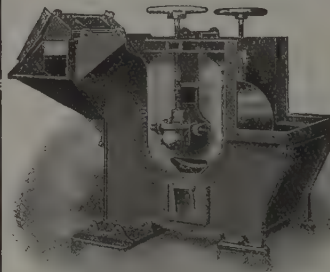
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Special Grain Feeder Chain No. 78.



The Strongest in the United States
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Pulley—16-inch face.
NON-CHOKING.

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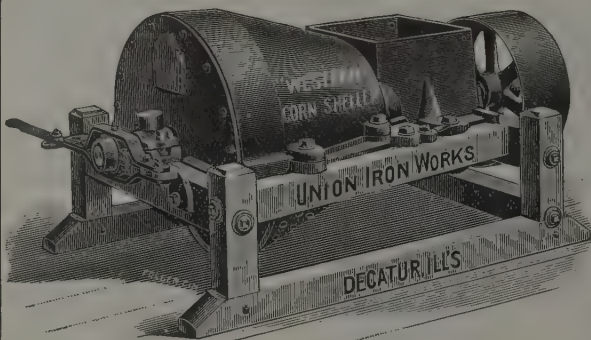
222
First Nat. B'k Bldg
OMAHA, NEB.

**WE WILL
SEND ON TRIAL,
and Guarantee**

that any elevator using the

HALL NON-CHOKABLE BOOT

will run with every cup heaping full and never choke with Shelled Grain, and will require no attention whatever (being automatic).



"Western" Warehouse Sheller



"Western" Shaker Cleaner

Do You Intend to Build an Elevator this Season?

If so, correspond with or see the

UNION IRON WORKS

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Plans to Suit Each Location by a Licensed Architect

Manufacturers of the justly celebrated WESTERN MACHINERY—Corn Shellers, Corn Cleaners, Elevator Heads and Boots, Pulleys, Boxes, Shafting, etc.

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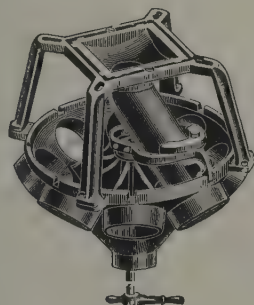
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That will load cars without shoveling.
It is worth its weight in gold
It will save you in labor all it costs in less than a month.
Send for Prices to



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6-inch, 8 ducts.

NON-MIXING.

DON'T GUESS

at the amount of grain that is being elevated into your bins! It is not business! *You Can't Guess Right!* If you don't fill them full, you waste valuable bin room; if too full, you mix grain, by "slopping" it into other bins, or down the back leg.

The guessing feature is entirely eliminated by using

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the distinctive feature of which is to signal you, automatically, the moment a bin fills, or spout clogs. Once tried, it is always used.

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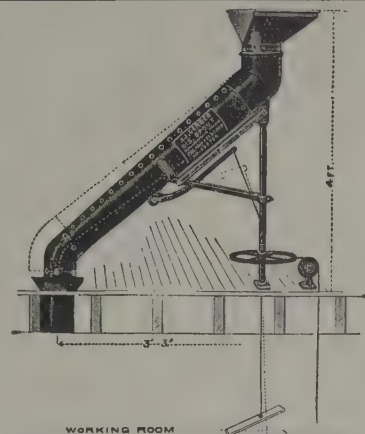
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Mill and Elevator Spouting a Specialty

For particulars write

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Clean Your Grain

without additional expense, as it comes from the receiving sink. **THE LOCKWOOD**

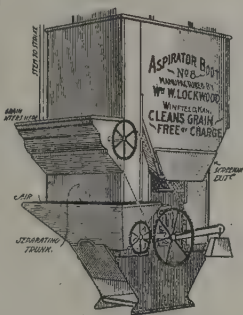
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will do it, free of charge. It keeps the dust out of your house. It is non-chokable. If you are anxious to make more money write for catalog to

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Special Corn Handling Machinery and all other supplies.



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We can equip your elevator from top to bottom. If you need a gasoline engine, a grain cleaner, scales or anything for your elevator, we have it and can ship promptly. Get our catalog now, then tell us your troubles.

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"The Special Car Mover"
IS PUTTING IT MILD
"The Special Train Mover"
IT SHOULD BE STYLED



SHIPPED ON TRIAL

Does not work on rail and expend its power at nearly dead center, but has advantage of full length of crank or radius of wheel. Moves a car 6 to 12 inches at each stroke on a level track. Price \$5.00 F. O. B. Odebolt, Iowa. Shipped C. O. D., subject to 10 days' trial and acceptance.

THE CONVEYOR CAR LOADER

Leads in its line. Carries grain from chutes that are low down and any distance from track. The new plan rope-drive connections furnished solves problem of loading from any number of chutes. Shipped on trial.

THE INCLINE ELEVATOR AND DUMP

and Storage System is the best and cheapest ear corn and small grain storage. Grain dealers, feeders and farmers plants solve the problem of cribbing ear corn, etc. without shoveling. Attracts the most profitable part of the business. Write for full particulars.

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Grain Dealers' Scale Tickets

This scale book contains 100 pages 8x11½ inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net...bushels...pounds, Price, Dollars and Fees. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

Book No. 51, Price 75 Cents. Address

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ELEVATORS FOR SALE by C. A. Burks, Decatur, Ill.

UP-TO-DATE elevators in choice locations. W. A. Thompson, Attica, Ind.

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35 ELEVATORS FOR SALE in Indiana, Illinois, Iowa and other western states. Send for list. Aaron Smick, Decatur, Ill.

I WILL sell my elevator, feed mill and lumber yard at Bryant, Ia.; doing a good business in all lines. N. J. Millhaem, Miles, Iowa.

SMALL ELEVATOR in good farming country. Crop good. Splendid feed, coal and tile trade. Address, Lock Box 114, Westport, Ind.

IF YOU fail to find the elevator you want in this column, advertise your want to the grain trade by using space in our "Elevators Wanted" column.

UP-TO-DATE 60,000-bu. elevator in eastern Illinois for sale. Big corn crop ready to move; big territory; good town. Address, Dan, Box 9, Grain Dealers Journal, Chicago, Ill.

TWO MODERN ELEVATORS in good repair in northern Indiana doing good business for sale cheap, if sold at once. Address Elk, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE, 15,000 bus. capacity. Dump scales, gasoline engine. In good So. Dakota town; doing good business. Address Jos. Box 8, Grain Dealers Journal, Chicago, Ill.

LARGE COUNTRY ELEVATOR for sale. Doing large corn and oat business in best section of Illinois. Will warrant investigation. Address, Jones, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR in Northern Indiana, handling 200,000 to 250,000 bu. yearly, for sale cheap. Good opening for lumber yard. Price, \$8,000. Address, A. X., Box 9, Grain Dealers Journal, Chicago, Ill.

COAL, SALT, FEED AND SEED BUSINESS including office, elevator, storage, team, etc., in City of 2,000 in Illinois. Good patronage, centrally located. A bargain. Write Box 444, Decatur, Ill.

ONE-HALF INTEREST in good grain and coal business for sale. Elevator capacity, 30,000; in one of the best points in southwest Iowa. Address, Luke, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATOR for sale. Located on I. C. R. R., in northwestern Iowa; bumper crop, oats, barley and corn. Good coal business in connection. Address Bumper, Box 4, Grain Dealers Journal, Chicago, Ill.

TWO WELL located Kansas Elevators, arranged for shelling, cleaning, sacking, mixing, etc., in transit. Will consider some cash, balance long time. Address Eagle, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE. Capacity, 125,000 bushels. Well located for city trade, eastern shipping, transferring, or manufacturing corn meal, ground feed, etc. Requa Bros., Board of Trade, Chicago, Ill.

FOR SALE or exchange for a farm: a new 20,000-bu. elevator on Panhandle R. R. In eastern Indiana; fine farming country; no stock fed to speak of. Address J. W. Owens, Saratoga, Ind.

ELEVATOR AND RESIDENCE, well located in northeastern Iowa. Good point for buying stock, as well as grain. Only elevator in town. Price low. Address, I. & D., Box 9, Grain Dealers Journal, Chicago, Ill.

GOOD AND CHEAP. A 38,000-bushel elevator located in the corn belt of Illinois on the I. C. We have a good patronage, but for reasons which we will explain will sell. Address Corn Belt Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE in southwestern Ohio. 8,000 bushels capacity, two cleaners, sheller, hopper scales, feed mill, gasoline engine, feed, coal, paints, farming implements, buggies, etc. Address, R, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND COAL business in central Iowa for sale. On C. & N. W. Ry. Good coal sheds; corn cribs; gasoline power in elevator; good business; good town of 3,000 inhabitants. Address, D. E. F., Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, 15,000-bu. capacity, for sale, with corn sheller and warehouses to store 50,000 bu. of grain; good wholesale and retail trade; in good black land country; with good corn crop now made; same will begin to move by September 15th. Address, O. H. Black, Leonard, Texas.

A 30,000 BUSHEL elevator in an Ohio town of 1,800. Elevator well equipped and office nicely furnished. One competitor, at peace with himself and the world; station handles 125,000 bushels. Price \$7,000, part time. Write for further information, Ohio Box 9, Grain Dealers Journal, Chicago, Ill.

GRAIN, LUMBER and milling business for sale. Central Iowa; elevator capacity, 40,000 bu.; crib capacity, 25,000 bu. Big corn crop; good town, 400; good school, church, and banking facilities. For full description, price and terms, address Berts, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

TWO ELEVATORS for sale in the heart of Iowa's big corn crop; large territory; good grain points. Will take \$7,000.00 for both if taken soon, as I have an offer in the West. Home office in town of 650. Address Ward, Box 8, Grain Dealers Journal, Chicago, Ill.

WORTH EVERY DOLLAR ASKED, modern 30,000-bushel elevator in City of 2,500 in Indiana. Price \$10,000, half cash, balance easy time at 6 per cent, or would consider \$3,000 good land, balance cash and good notes. Address Half Cash Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND HAY shed combined for sale. Gasoline power. Also coal business in connection. All in good repair; doing good business; in excellent grain and hay territory in northwest Ohio; good town. Price, \$2,000, if sold soon. Address, H. C., Box 9, Grain Dealers Journal, Chicago, Ill.

LARGE ELEVATOR in best corn and oats belt in western Indiana for sale. Handle annually 400,000 bu. New and modern; capacity, 100,000 small grain; 50,000 bu. ear corn cribs. Competition the best. Reason for selling, have other business. Address, A. M. L., Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND MILL for sale, or trade. Situated in an Indiana county seat of 3,000. Elevator has a capacity of 30,000 bus. and ships 250,000 annually. Mill makes 75 barrels of flour daily with same help that runs elevator. Will trade for elevators, or mill and elevator in town of 10,000, or over. Address B. M. J. Box 7, Grain Dealers Journal, Chicago, Ill.

TWO CRIBBED ELEVATORS in Northwest Iowa for sale. Good territory and good crops. Good competition at each town and at all competing towns. Property in first-class condition. Good coal sheds in connection. Nothing whatever the matter with these houses or business as the reason for wanting to sell. Worth investigating. Address "Z", Box 8, Grain Dealers Journal, Chicago, Ill.

WOOD ELEVATOR, well equipped with modern machinery, for sale at a sacrifice. Gasoline power; brick bean house, 48 pickers; hay warehouse, capacity 200 tons; coal yard, bin capacity 1,200 tons and ample ground for wood yard. An illustrated description of the plant is published in the reading matter columns of the Grain Dealers Journal, page 513. Have been in harness 35 years. Wish to retire. Address Burdick Potter, Fenton, Mich.

NEW ELEVATOR for sale, modern, first-class; in finest grain country in northern Indiana; averages 125 to 150 cars and 15 to 20 cars coal. Good flour and feed trade; hay and wool; no competition. Good corn crop coming on. Excellent opening for lumber yard, room on elevator ground. New plant, new territory; will pay for itself in two years. Best of reasons for selling, and big sacrifice in price if sold quick. Address Modern, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

NOT CHEAP, BUT GOOD. Strictly modern steam power elevator located in small town in Central Illinois, bank, churches, school, American population. Telephone, good office; land black as crow. One competitor, a good fellow. Write me if you want something good. Address Kurbs, Box 9, Grain Dealers Journal, Chicago, Ill.

INDIANA ELEVATOR for sale. Almost new, 15,000 bu. capacity. No competition. In an average year this elevator will handle 200,000 bu. corn, wheat and oats, 1,200 tons coal and 25 cars tile. Also 1,000 to 2,000 bu. seed. Good flour trade. Splendid location for implements, lumber or live stock. This is a gilt edge property and will bear the closest investigation. Price, \$7,500. Address A. B. C. Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANT TO BUY an elevator. Address Box 154, Lesterville, S. D.

ELEVATORS WANTED, that are handling a good business. Address J. W., Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED handling not less 200,000 bushels annually; northern Illinois preferred. Address L. J. Jeter, Yorkville, Ill.

GOOD ELTR. wanted in exc. for a section of fine stock and grain land in southern North Dakota. Union County Investment Co., Elk Point, S. D.

ILLINOIS FARM FOR ELEVATOR. 184 acres in Decatur, Twp. on gravel road with R. F. D.; 4 miles southwest of this City. Price \$75.00 per acre, cash, or will consider good Illinois elevator. 212 Review Bldg., Decatur, Ill.

ELEVATOR WANTED: Want to buy an elevator that will not handle less than 100,000 bushels. Corn and oats country preferred. Must be as represented and all books open. Give full particulars and terms with first letter. No brokers. Address Lock Box 51, Cowden, Ill.

ELEVATORS FOR RENT.

STEEL STORAGE TANK, 55,000 bu. capacity, to lease, with track, track scale and elevator privileges. Address, T. G. White, Cedar Rapids, Ia.

ENGINES AND BOILERS.

FOR SALE: 1 boiler, 16 x 66; dome 32 x 36; 54 4-in. flues, with fronts in good order. Frank G. Ely, Traders Bldg., Chicago, Ill.

ONE 25 h. p. Brownell tubular boiler, 2½ in. flue, with front and grates, for sale. Only been used short time. Address Chamberlain Bros., North Lewisburg, Ohio.

ONE STEEL HORIZONTAL BOILER, 25 h. p., for sale. Also one 12 h. p. Nagle engine. Less than one-half original cost. The B-B Mfg. Co., 50 Masonic Temple, Davenport, Ia.

MILLS FOR SALE.

FULL outfit of machinery of 50-bbl. roller mill for sale. C. J. Kreisel, Olmitz, Kans.

AN OATMEAL MILL with all the latest improved machinery, capacity 150 bbls., for sale or exchange for improved farm property. Address, Best, Box 2, Grain Dealers Journal, Chicago.

A GOOD FRAME STEAM roller mill for sale. In a village of 750. Will sell for cash or trade for western land. For description of property and other particulars, address E. H. Kinney, Table Grove, Ill.

FLOUR MILL AND ELEVATOR to exchange. Located on railroad track at Van Meter, 20 miles west of Des Moines, Iowa. Some steam power; run only two years. Modern plant throughout, 100 bbls. daily capacity. No incumbrance; cost over \$15,000. Will take that price in exchange for improved city property or farm lands. Address Chas. O. Elwood, 143 E. 4th St., St. Paul; Minn.

FLOUR MILL for sale at a bargain. For the next month I will offer for sale at a bargain my 100 bbl. flour mill with complete storage plant and everything ready to start on the new crop which is just beginning to move. This mill is situated in one of the best wheat growing districts in Manitoba, has a good local trade and a good reputation; good water; nearest mill, 25 miles west. The mill is a feeder for branch line which runs out of here for a distance of 100 miles through a well settled district. If you want a snap now is your chance. Apply to C. F. Travis, Elkhorn, Man., Canada.

HAY WANTED.

HAY and tangled rye straw wanted in any amount; also ear corn, oats and rye. Address Johnson & Son, Goshen, Ind.

HAY WANTED—We buy hay f. o. b. your track and handle on regular commission of 50c per ton. Write us. National Grain & Hay Co., Indianapolis, Ind.

OUR COMMISSION, 50 cents per ton. It will pay you to send for our mkt. report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

HAY AND STRAW:—We buy all grades of timothy, clover or alfalfa hay; also rye, wheat, or oat straw. Quote us prices. Consignments handled on all markets of greater New York. Michigan & Ohio Hay Co., Hay Exchange, New York, N. Y.

MISCELLANEOUS.

BARGAIN IN BAGS: 10,000 large heavy burlap bags, size 27x54; 10,000 8-oz. burlap bags, size 20x36; 20,000 light cotton bags, size 20x36. Cheap. Wm. Ross & Co., 57 So. Water St., Chicago, Ill.

Are you looking for a location for an elevator? Address B. Thomas, President The Belt Ry. Co. of Chicago, Room 13 Dearborn Station, Chicago

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

HOOVER Automatic Scale, No. 1, for sale; in good condition; used only a few weeks. Price \$50 f. o. b. Lebanon. Address B. H. Lancaster, Lebanon, Ky.

TWO 60-BU. FAIRBANKS hopper scales, with combined beam, for sale. Also one 75-bu. Fairbanks scale with weights. Address Aberdeen Mill Co., Aberdeen, S. D.

HOWE HOPPER SCALE for sale. Capacity, 700 bu. or 42,000 lbs. Platform, 9x11 ft., with leveling attachment; timbers and hopper all complete. In good condition, for \$100. Address J. E. Bush, Joliet, Ill.

ELEVATOR SCALES—We make a specialty of wagon, portable, platform, dormant, hopper and warehouse scales. Send for our latest catalog of elevator scales. Osgood Scale Co., 305 Central St., Binghamton, N. Y.

FOR SALE—30 sets of 42,000-pound Fairbanks-Morse Compound Beam Hopper Scales, as good as new. Can furnish framing timbers with these scales. Prices on application. Trans-Mississippi Grain Co., 532 Bee Bldg., Omaha, Neb.

REFITTED R. R. track, 60-ton, 64 ft. Howe scale, with single brass beam. This scale is still in the original boxes as it came from the factory and can be shipped immediately. Price, f. o. b. here, \$400.00. Maltby Cedar Co., Bay City, Mich.

WAGON SCALES (wood or steel frames), double or compound beam. Hopper, warehouse or portable scales. All Gaston's high grade U. S. standard scales. Write for prices. Every scale warranted five years. Not in the trust. Address J. F. Atherton & Co., 65 S. Canal St., Chicago.

MISCELLANEOUS.

LIST YOUR ELEVATOR for sale or trade. Have cash buyers. Address Aaron Smick, Decatur, Ill.

THE ONLY MAN devoting his entire time and attention to selling Elevators, Coal and Lumber Yards, etc., C. A. Burks, Decatur, Ill.

WANTED a clean copy in good condition of Vol. XII, No. 6, Grain Dealers Journal. Address H. R. P., Room 502, Traders Bldg., Chicago.

SALE OR PURCHASE. C. A. Burks, Elevator Broker, Decatur, Ill., will negotiate either purchase or sale of elevator property anywhere in the grain belt. He devotes his entire time and attention to this line of work. Bank references furnished. Correspondence confidential.

VENTILATE YOUR EAR CORN: No matter how perfectly your corn keeps on the outside of the crib, it will keep better in the middle of the crib if you use Beale's Patent Movable Corn Crib Ventilators. Just the thing to make No. 2 corn. Reasonable terms. Address N. S. Beale, Patentee, Tama, Ia.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

GASOLINE ENGINE, 8 h. p., for sale at \$100. J. Fox & Co., Covington, Ky.

GASOLINE ENGINE, 25 h. p., complete at \$300. Dr. Schmidt, Covington, Ky.

GASOLINE ENGINE, 25 h. p., slightly used, for sale cheap. Address A. C. S. Co., 2 Webster Ave., Chicago, Ill.

GASOLINE ENGINES, 12 and 15 h. p., for sale. Smaller sizes in stock. R. A. Dewsberry, 46 N. Morgan St., Chicago.

ONE 16x16 HARRISBURG 4-valve engine, cheap. Used only a short time. Address Hardie-Tynes Mfg. Co., Birmingham, Ala.

LEWIS GASOLINE engine, 6 h. p., for sale; good condition; used 4 years; price \$150 here. Varney Mfg. Co., Leavenworth, Kan.

FOR SALE—One 35-h. p. White & Middleton Gasoline Engine, in good condition. John R. Lowrey, 12th & Izard Sts., Omaha, Neb.

GASOLINE ENGINES, stationary, portable and pumping; 1 to 40 h. p. Witte Gas & Gasoline Engine Co., 47 S. Canal St., Chicago.

ST. LOUIS CORLISS ENGINE, 20x42, for sale. Good as new. For particulars apply to the Aug. J. Bulte Milling Co., Kansas City, Mo.

GASOLINE ENGINES, 2 h. p. and up. Vertical and horizontal, stationary or portable. All engines warranted. J. F. Atherton & Co., 65 S. Canal St., Chicago.

NEARLY NEW 6 h. p. Columbia gas engine, \$220 if taken at once. Good as new; cost \$350; battery, piping, pulleys, belting, included. Republican Times, Ottawa, Ill.

STEAM ENGINE, 12x24, for sale; fitted with new drop cut off valves; economical under load of 60 to 80 h. p. Address Walter S. McKinney, 204 Dearborn St., Chicago, Ill.

FOR SALE—One 8-h.p. Pierce; 1 5-h.p. Webster; 1 25-h.p. Charter; 1 7-h.p. Charter; 2 6-h.p. Fairbanks Upright and one 12-h.p. Otto. C. D. Holbrook & Co., Minneapolis, Minn.

SECOND-HAND GASOLINE engines; 6 h. p. Lewis; 8 h. p. Otto; 12 h. p. Webster; 25 h. p. New Era; 50 h. p. Otto; 11 h. p. Foos. Write Colborne Mfg. Co., 35 Indiana St., Chicago.

GAS AND GASOLINE engines, 4 h. p., \$110.00. Equipped with Peerless Muffler, makes no noise. Write for discounts. Caldwell Vapor Cooled Engine Co., not Inc., R. 308-21, Quincy St., Chicago, Ill.

SECOND-HAND GASOLINE Engines at a bargain. One 9 and one 14 h. p. Otto; one 22 h. p. Foos; one 6, one 15 and one 25 h. p. Fairbanks-Morse; one 10 and one 18 h. p. Lewis; one 30 h. p. Webster. Write A. H. McDonald, 36 W. Randolph St., Chicago.

ENGINES FOR SALE.

FOR SALE CHEAP: 1 50 h. p. Nordbery Corliss Engine; 1 130 h. p. Atlas Heavy Duty Automatic Engine. F. E. PFANNMUELLER & CO. 733 THE ROOKERY BLDG. CHICAGO

FOR SALE—The following gas and gasoline engines: 60-h. p. Foos; 65-h. p. New Era; 15-h. p. Lambert; 3½-h. p. Des Moines; 2½-h. p. Fairbanks. Backus Gas Engine Co., 22 S. Canal St., Chicago, Ill.

FOR SALE:—Marine gasoline engines, 3 to 45 h. p. Electric lighting engines, direct connected or belted, 3 to 20 h. p. Address Sarvent Marine Engine Works, 24-26 W. Randolph St., Chicago, Ill.

OLDS GASOLINE ENGINE, 4 h. p., for sale. Used but little; in first-class condition and fully guaranteed. Reason for selling, are putting in electric motor. Address A. A. Berry Seed Co., Clarinda, Iowa.

ONE 50 h. p. Miller gas engine, double cylinder, all overhauled and in first-class condition, for sale. Also one 20 h. p. upright gas engine, all overhauled and in first-class condition. Address The Philip Smith Co., Sidney, Ohio.

GAS AND GASOLINE ENGINES; refitted Fairbanks-Morse; sizes 54, 34, 20, 15, and 6 h. p. Also 18 h. p. Watkins and 20 h. p. Webster. Good condition; lowest prices. Address M. E. White, P. O. Box 328, Indianapolis, Ind.

MISCELLANEOUS FOR SALE

AKRON grain and seed tester; warranted true; 3 sizes; 1 pt., \$6.00; 1 qt., \$6.75; 2 qts., \$7.50; sent on approval. Write A. S. Garman & Sons, Akron, Ohio.

MACHINERY BARGAINS.

500-bu. Fairbanks Hopper Scale, tested and sealed, at \$75.00.

14x36 Allis Corliss Engine with or without Condenser.

Large stock of second-hand boilers from 5 to 100 h. p.

Engines, any size.

Gardner Steam Pumps.

10x14 Morris Centrifugal Pump.

Also a full line of Mill Machinery and Supplies. Address Manufacturer's Supply Co., Minneapolis, Minn.

FOR SALE.

Complete machinery for large elevator only used four months consisting of:

75 h. p. Automatic Erie Engine.

100 h. p. Erie Boiler,

75 ft. 30-inch No. 10 and 12 Iron Stack,

1 Heater for Boiler,

1 Large sized Boiler Feed Pump,

1 Hancock Inspirator; pipes, connections, valves, etc.,

1 20 car power puller, double power shovels. Pulleys, boxes, shafting, belting, elevator buckets, rope transmissions, conveyor chains, large iron sinks and elevator boots.

1 125 light dynamo, complete with switchboard,

2 80-ton 45 ft. track scales,

Will sell machinery or will sell land and machinery together. Best location in the state for transfer elevator. Address Sidell Grain & Elevator Co., Sidell, Ill.

MACHINES FOR SALE.

FOR SALE—One Appleton mill and crusher; 2 Triumph corn shellers. C. D. Holbrook & Co., Minneapolis, Minn.

ONE SIX-HOLE Sandwich down sheller, in good order, for sale. Address Geo. D. Laing, Dixon, Ill.

ONE NORDYKE & MARMON double roll feed mill for making cornmeal for sale. The Philip Smith Co., Sidney, O.

FOR SALE CHEAP: A No. 1 New Process Marseilles sheller; also cleaner. Both as good as new. Wm. Loveless, Taylorville, Ill.

ONE VICTOR NO. 1 corn sheller and Barnard & Leas dustless cleaner, for sale. All in first-class shape. D. Rothschild Grain Co., Davenport, Ia.

FOR SALE—1 No. 2 Marseilles sheller; used one year; 1 100-bushel U. S. hopper scale. Both in good condition. Address, M. J. Lee, Redmon, Ill.

INVINCIBLE OAT CLIPPER, No. 9, for sale. Capacity 1000 to 1,200 bu. per hour; practically new. Address 1901 Broadway, Cleveland, Ohio.

FOR SALE: Two No. 8 Barnard & Leas clippers; capacity, 1,200 bushels; in good condition. Address Mueller & Young Grain Co., Chicago, Ill.

SPECIAL BARGAINS in second-hand machinery. Write for Circular No. 20. We may have what you want or know where to get it. A. S. Garman & Sons, Akron, Ohio.

PORTABLE DUMP, suitable for corn or oats, for sale cheap. Also, Marseilles combination sheller and cleaner, and small two-hole portable sheller. Address Woodbury & Files, Muncie, Ind.

THREE MONITOR Oat Clippers for sale, capacity 1,000 per hour. Two Pease Separators, capacity 800 bushels per hour. Above in fairly good condition. Milwaukee Elevator Co., Milwaukee, Wis.

A NO. 505 INVINCIBLE warehouse cleaner for sale at \$50.00. Has never cleaned over 15,000 bu. wheat; good as new. Have no use for it. Address F. S. Davis, Rileysburg, Vermillion Co., Ind.

ONE NO. 2 Barnards double screen corn cleaner for sale. Thoroughly refitted; good as new. Price, \$80 f. o. b. Moline, Ill. Address W. H. Caldwell, 306 Western Union Bldg., Chicago, Ill.

FOR SALE dirt cheap; 2 Richmond round reels; 1 double stand, 7x14 rolls; 1 Noye sieve scalper and grader; 1 Richmond flour packer; 1 Gardner blender; pulleys, shafting, sprockets and chain. Address John M. Hornung, Greensburg, Ind.

FOR SALE.

1 No. 3 Cranson Scourer, 50 bu. cap., \$50.

1 Receiving Sep'r, 200-300 bu. cap., \$60.

1 Vertical 24-in. French Burr, \$50.

All the above in good condition f. o. b. here. Address E. Brunner, Hope, Kans.

ENAMELED, GOLD, GLASS, BRASS AND ALUMINUM LETTERS FIGURES DOOR, NAME, NUMBER, BELL, PUSH, PULL, PLATES & SIGNS. GLOBE RUBBER STAMP WORKS, 322 MAIN STREET, FAIRMONT, WEST VA.

SITUATIONS WANTED.

GOOD STEADY MAN wishes position as manager of country elevator. Address Box 75, Mackinaw, Ill.

POSITION WANTED as buyer for some grain firm to run elevator. Seven years experience. Address Lock Box 15, Breda, Iowa.

POSITION WANTED as solicitor for grain firm or buyer on track for cash grain house. Best of reference. Address Solicitor Box 9, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED HELP for all kinds of work about an elevator or grain office can be obtained quickly by advertising your want in the "Help Wanted" column of the Grain Dealers Journal.

POSITION WANTED as manager in grain elevator. Fifteen years experience as hay, grain and live stock buyer. Can furnish best reference. Address E. J. Spencer, Vandalia, Ill.

SITUATION WANTED by young man having general elevator and office experience; best of references as to ability and character. Address Has, Box 4, Grain Dealers Journal, Chicago.

POSITION WANTED by a young man with four years' experience as head bookkeeper for a line of elevators. Good reasons for making a change; best of references. Address Bookkeeper, Box 9, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by young man as manager country end of grain receiving business. Income now \$1,600, but opportunity for further advancement limited. Address Competent, Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by first-class grain man. Can give best of reference and will work reasonably. Also would rent an elevator with the view to buying. Give full particulars and wages with first letter. Address D. F. Lock Box 51, Cowden, Ill.

HELP WANTED.

AGENTS wanted to represent National Fire Proof Paint Corp. J. M. Johnston, 87 Franklin St., Chicago, Ill.

WANTED, a working foreman to take charge of sheet iron department of an elevator supply house. Address Kay-Pim Mfg. Co., St. Louis, Mo.

WANTED a working foreman for a 350,000-bu. elevator. Must have knowledge of machinery and know how to grade grain and operate cleaning and clipping machinery. Address Elevator, Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED salesmen for BLATCHFORD'S CALF MEAL & CATTLE FOODS to the country Flour & Feed dealers. Permanent, exclusive and good commission. Agency to the right party, season commencing. Write BLATCHFORD'S CALF MEAL FACTORY, Waukegan, Ill.

GRAIN FOR SALE.

WHEAT, OATS, CORN and ground feed for sale. J. A. Sauer, LeMars, Ia.

RYE FOR SALE. We have fine two rye. The Goshen Milling Co., Goshen, Ind.

CORN, MILO MAIZE and Kaffir corn for sale. R. J. Bishop & Son, Gage, Okla.

WHITE WHEAT for sale. If in need of white wheat write or telegraph Sam Williamson, Salt Lake City, Utah.

GRAIN, seeds, hay, corn and oats chop a specialty. We ship split cars of corn, oats, chop and flour. Address Mead Grain Co., Union City, Ind.

GRAIN WANTED.

CORN WANTED. J. E. Bartlett & Co., Jackson, Mich.

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

OFF-GRADE, light wheat wanted. Mail samples. Address, W. H. Small & Co., Evansville, Ind.

PRICES WANTED—Wanted quotations on grain and hay. Geo. T. King, Grain & Hay Broker, Richmond, Va.

WANTED to buy wheat, corn, oats and hay, Harsh Bros. & Co., Merchants Warehouse, Nashville, Tenn.

WINTER WHEAT wanted. Quote prices, send samples. Ship Big Four or Pa. R. R., Ansted & Burk Co., Springfield, Ohio.

WANTED, your consignments of flour, grain and hay. Personal attention and prompt service. Address, Bennett, Hawkins & Co., Nashville, Tenn.

GRAIN WANTED—We handle everything in the grain line. Have outlet for off-grades. Send us your consignments and we will guarantee you satisfaction. Address National Grain & Hay Co., Indianapolis, Ind.

BRAN WANTED.

WANTED—Corn bran, also crushed ear corn (cob meal) any quantity, shipment sight draft, submit offers. Lewis, Leonhardt & Co., Knoxville, Tenn.

SEEDS FOR SALE.

IOWA TIMOTHY SEED for sale, graded. Address The Ottumwa Seed Co., Ottumwa, Ia.

TIMOTHY, CLOVER AND FIELD SEEDS of all kinds; buy or sell. Write us. Ross Seed Co., Louisville, Ky.

CLOVER SEED, timothy seed, alsike, oats, corn and hay for sale. Don't fail to write us. Address Kinsey Bros., North Manchester, Ind.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

DWARF ESSEX RAPE in car lots for sale. Can make very favorable prices delivered your station for through shipment from Europe. When in market ask for prices from the direct importers. Henry Nungesser & Co., Seed Merchants, New York, N. Y.

SEEDS WANTED.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

CLOVER AND TIMOTHY SEED wanted in car lots for export. Send samples to Henry Nungesser & Co., Seed Merchants, New York, N. Y.

WILL BE IN MARKET for car clover, buckwheat and pop corn. Wholesale dealers, garden and field seeds. Address The Ottumwa Seed Co., Ottumwa, Ia.

MEDIUM MAMMOTH and Alsike clovers and Timothy seed of extra quality wanted. Special prices. Send samples. O. C. Shepard Co., Medina, O.

PARTNERS WANTED.

INCORPORATED GRAIN AND mercantile company in North Dakota, doing large business and paying over 50 per cent dividends, offer a certain amount of its capital stock at par to a thoroughly up-to-date merchant who can devote all his time to the business. German community. Full particulars given to proper parties. Address Par, Box 7, Grain Dealers Journal, Chicago, Ill.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

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Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

BELT CONVEYORS



Our No. 17 Two Pulley Troughing Carrier is adapted for conveying belts 10 inches to 18 inches wide.

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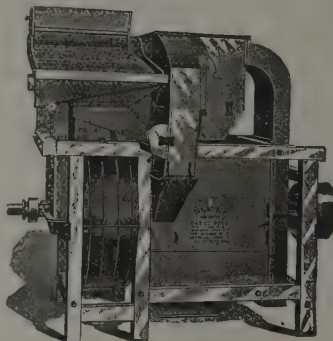
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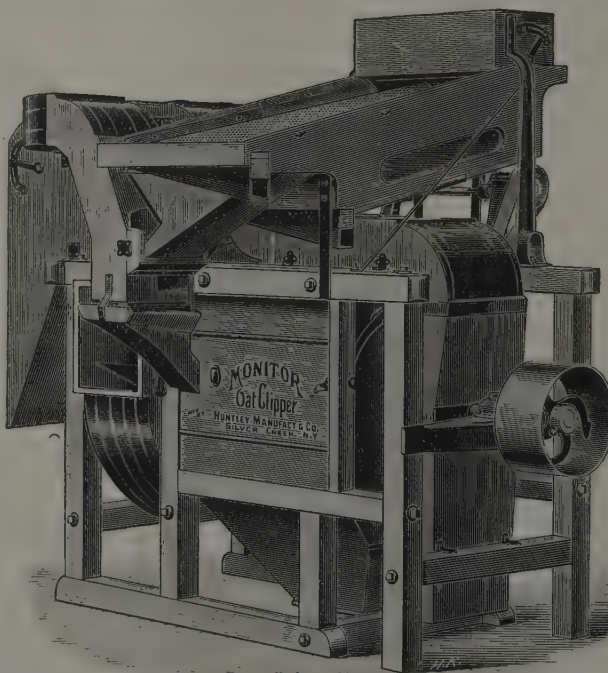
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The character and number of advertise-
ments in its columns tell of its worth.

Letters

on subjects of interest to those engaged in
the grain trade, and trade news items are
always welcome.

Entered at Chicago, Ill., Post Office as
Second Class Matter.

CHICAGO, ILL., NOVEMBER 10, 1904.

GET next to your competitor and stick to him. Remember that it pays to be friendly.

THE Hessian fly was driven into winter quarters just in time to escape the landslide.

SO MANY stones are being hurled at Jones and his crop reports that the reading public has about concluded they are the best thing obtainable.

ASSOCIATIONS which fail to enforce their rules regarding arbitration can not hope long to retain the support or good will of fair-minded dealers.

WATER left in the water jacket about the cylinder of your gasoline engine will soon freeze and burst the cylinder, if you neglect to draw it off each night or mix it with calcium chloride.

LARGE shipments of grain to the East from Pacific coast states has tied up so much rolling stock of western lines that the movement of grain is reported to be considerably interfered with.

LOUISVILLE grain dealers are up in arms against the unreasonable provisions of the Uniform Bill of Lading and propose to join the American Shippers Assn., in a vigorous fight against the onerous restrictions before the Interstate Commerce Commission.

BY REPORTING the yield or condition of grain crops in your neighborhood to the Grain Dealers Journal you encourage ten thousand other men identified with the grain trade to do likewise. Let us hear from you.

FREQUENT inspection of the fire hazards of your elevator may reduce your losses, prevent interruption of business and surely reduce the cost of insurance to fellow dealers who are members of the same mutual companies with you.

THE THIRTY Board of Trade firms, against whom the trustee of an unfortunate speculator has brot suit to recover \$1,640,000, are not giving themselves any concern, feeling assured the courts will not award the complainant 30 cents.

THE traps sent out by the big mail order houses to fill orders for wagon scales are not fit to weigh grain on. If you think you can not afford to buy a good scale, one you can depend upon, guess at the weight of the farmer's grain, then he will not be offended if you make it too much.

MILLERS who have long opposed the use of corn grits as an adulterant of spring flour or buckwheat will be distressed to learn that corn meal is now being used as an adulterant of bologna sausage. In other words, purchasers will be required to pay 12 cents a pound for corn meal when in a sausage case.

CAR FAMINES will soon be in order, and altho much thru billing will remain outstanding when lake navigation closes, cars are sure to be very scarce the week before the advance in freight rates takes effect. Those who rashly make sales for December delivery may find their ability to fulfill their contracts materially interfered with.

THE Pennsylvania Lines have refused absolutely to deliver any cars to consignee without the surrender of bill of lading, either on straight or order shipments. Hence it behooves shippers along their lines to forward bills of lading to consignee at the earliest possible moment and thus avoid being assessed for demurrage and switching, and preventing expensive delays in the sale of their property.

PLUGGED loads are always discovered by someone and generally the offense is traced back to the loader. By plugging the load the shipper expects to profit by dishonest deception and frequently the plugging is detected and the entire load given the grade of the poorest grain in the car. If you can not sell the poor stuff for feed or grind it, mix it in so as to produce a uniform grade. Then the car will be graded on its merits, not according to quality in the bottom.

PIG IRON has been made deliverable on contracts by the New York Produce Exchange. The opponents of rules permitting delivery on contracts of lower grades at a discount will find in this action the realization of their wildest fears. However, it should be stated that the Exchange has also adopted rules providing for trading in Pig Iron.

THE CIRCULATOR of a story to the effect that the Rock Island Road would engage in the grain business in Iowa will be pleased to know that we have recently received a letter from Asst. Freight Traffic Manager H. Gower, to the effect that there is no foundation whatever for the report that the Rock Island intends to enter the grain business.

ONE of Cleveland's famous oil fakirs is again working the grain dealers of Texas for suckers. It is the same old game of a barrel "extra fine cylinder oil" and "extra lard machine oil" which went astray. It is very clear that some non-readers of trade journals bite hard on this game else the sharpeners wud have discontinued their efforts to work it on oil users years ago.

ST. LOUIS millers have declared in favor of reciprocity with Canada, but also express their opposition to the removal of the duty on wheat. It would seem that it would not be very difficult to provide for regulations governing the grinding of foreign wheat in bond, for export, which should facilitate the purchase of Canadian wheat for supplying our export trade in time of short crops at home.

JUDGING from the number of fake companies and worthless fire insurance policies being placed on the market, it behooves grain dealers to stick closely to companies of known responsibility. Recently policies have been found in the "Western Underwriters of Illinois." They seem to be issued from Philadelphia. The promoters of the fake are relying upon the good name of the Western Underwriters Assn., of Chicago, as bait.

THE Interstate Commerce Law Convention which met in St. Louis the latter part of October raised \$5000 to defray the expense of bringing sufficient influence to bear upon Congress to pass the Quarles-Cooper Bill. However, the comite in charge of the work has made one grievous error, in that it has employed Frank Barry to represent it in Washington in the capacity of Secretary. Mr. Barry has killed nearly every organization with which he has ever been identified. He seems to have a penchant for easy berths and large salaries. It is to be hoped that the work which so many well meaning men have entered into enthusiastically will not be set at naught by the ennui of the so-called secretary.

PACIFIC COAST wheat is arriving at some eastern markets in rather poor condition. In fact, reports from St. Louis are to the effect that little of it grades better than three or four and much of it contains smut and black oats. As most of it comes thru from the Coast in heavy bags few complaints of shortages are reported.

CARD bids which make a flat bid for grain shipper's track may place the shipper in a position of agent for the buyer in his dealings with the carrier, but where bids are made "basis your track," it may change considerably the relations of the three different parties. It wud seem that a clearer understanding cud readily be arrived at, as to the liability of the different parties and terms used which wud avoid misunderstanding and disputes.

FARMERS who are much irritated by requests to sign written contracts for the future delivery of their crops remind one very much of the colored man who, being implored to sign the pledge, said, "Taint no use. I writes so bad, dat if I did put my name to de pledge, I would not be able to recognize my signature." The trouble with some farmers is that when the market goes up they do not like to recognize their signatures, or anything connected with the contract. Fair-minded growers, however, do not hesitate, for their own protection, as well as that of the grain dealer, to sign a written contract covering the transaction. Country buyers who indiscriminately make verbal contracts with growers, for the future delivery of grain, must sooner or later suffer immeasurable losses and be unable to prove the contract or their loss, owing to not having contract recorded in writing.

THE Federal Grand Jury at Chicago has issued a number of indictments recently for promoters of wild-cat insurance schemes. Among others indicted are E. A. Shanklin, S. W. Jacobs and Charles J. Russell. If grain dealers who are determined to secure insurance cheaper than actual cost will take to writing their own policies and depositing any amount they are willing to donate to the insurance fund in a special bank account, they will save at least the premiums previously donated to these wild-cat fakirs, and when their plant burns they will know, without any expensive investigation, that the policy is worthless, hence they will not waste any more money in lawyers' fees or court costs. So many reliable mutual fire insurance companies are making a specialty of insuring grain elevators and contents that there is no need of elevator man investing their money with these fakirs. That they do so is evidenced by frequent inquiries received at this office regarding worthless companies.

HASTE in taking in new corn may result in a great waste of capital as well as profits. Many dealers have already ventured and suffered losses from being in too big a hurry to handle new corn. Seldom has the supply of old corn suitable for mixing with new for shipment been so completely exhausted. Country shippers who can not wait will find it cheaper to install a drier and remove part of the moisture before shipment.

A NEW WAY of granting rebates has been discovered by Wisconsin's Railroad Commissioner, as reported in our Milwaukee letter of this issue. Instead of granting rebates the carriers instruct local agents to mark some shipments as being "Freight prepaid" and issuing vouchers therefor to the station agent to balance his account at the end of the month. Schemes of this kind may suffice for a time to defeat the laws forbidding discrimination in rates, but in the end will result in more rigorous regulations than ever. Carriers who indulge in such trifling with justice bring trouble to their own business.

THE recent investigation before the Interstate Commerce Commission has brot out the fact that the railroad companies are paying operators of elevators at Council Bluffs, Omaha, Kansas City, Gainesville and Ft. Worth a fee for each bushel of grain passing thru the elevators. If they are able to grant this fee, they shud also be able to grant a fee to operators of country elevators on their right of way for grain passing thru their elevators. By an arrangement of this character the number of elevators at country stations wud be limited to the actual needs of the station, and not erected in sufficient numbers to exhaust the switching room to be had.

THE MERCHANTS of York, N. D., feeling dissatisfied with the prices ruling for grain in the local market, recently placed a buyer on the street, who finds it very easy to pay a higher price than regular dealers are willing to do. However, when he comes to sell the grain, they will be very sad at heart and no doubt will want to change buyers immediately. General merchants, who persist in interfering with the business of the grain dealers at their station, very often encourage the grain merchants to reciprocate by going into general merchandise and likewise conducting the business without a margin of profit. It has cost some of these merchants dearly to learn a thing or two about the grain business and, no doubt, the merchants of York will sacrifice a good sum to learn the A B C's of their new line of trade. However, after they have paid for the instruction, they will be more content to stick to their own business.

A PHILANTHROPIC mayor residing at Henderson, Ky., has issued a Thanksgiving proclamation which is giving his town no end of advertising. Among other things he calls upon the citizens to "be thankful that our colonels are not so full of corn as our corn is full of kernels. Tho the surrounding soil, tickled with the hoe, is laughing with the harvest, poor folks are still with us. From thin soup and cold potatoes, good Lord, deliver them!"

THE remark made by C. B. Jenkins at the Ohio meeting that "If you will help the farmers in their institutes you will help yourselves and break down their suspicion of you," is worthy of wide circulation. There are a multitude of ways in which a practical grain man can be of assistance to those upon whom he depends for his business, particularly in the matter of seed selection and the crops that are likely to pay best (weather favoring) in a given year; and by offering his counsel in the right spirit he will not only aid the farmers in a material sense and thereby increase the volume of his trade, but he will also cultivate that feeling of goodwill and comradeship which is at the foundation of all real co-operation.

USING THE UNIFORM BILL OF LADING.

Some shippers, it seems, have not time to read, hence are blindly accepting Uniform Bills of Lading which relieve carrier from all liability for loss of property. Some of the carriers have the provision printed in their bills, while others stamp it on the back over other reading matter. In the latter class is the Erie Railroad, which has provided its station agents with a rubber stamp bearing the following:

The Consignor of This Property Has The Option Of Shipping Same At a Higher Rate Without Limitation As To Value In Case Of Loss Or Damage, From Causes Which Would Make The Carrier Liable, But Agree To The Specified Valuation Named In Case Of Loss Or Damage From Causes Which Would Make The Carrier Liable, Because Of The Lower Rate Thereby Accorded For Transportation.

The type is so small and the ink so poor that it is almost impossible to decipher the words. From the bills it has been our privilege to examine, the station agents have not yet recovered from their ill-humor caused by being required to print bills of lading by hand, and when working did not care a rap whether any one read it or not, so it is very likely that some shippers are accepting the bill of lading limiting the liability of carrier without knowing it. However, if they will refuse to sign the bill it will not become a contract, hence carrier will be unable to limit its liability at any rate of freight and the bill will probably be as acceptable to the banks and receivers in terminal markets as the old form.

It behooves every shipper to keep awake and regard carefully his own interests in this matter of bills of lading.

WOOD PULLEYS IN ELEVATOR HEADS.

Having received an inquiry asking why mutual fire insurance companies refuse to issue policies on grain elevators or flour mills having wood pulleys in heads or boots, while stock companies make no extra charge, we sent a letter to the secretary of each company making a specialty of these risks. Their replies which are published elsewhere in this number give the reasons very clearly and fully.

Every elevator owner and builder should peruse these letters and then resolve never to place a wood pulley in an elevator leg either at the head or boot. Not necessarily because the insurance companies quoted will refuse to insure property so equipped, but in order to avoid forcing the owner to go to the trouble to tear out the wood pulleys and install iron pulleys.

Wood pulleys in elevator heads are a permanent bar to securing the least expensive insurance obtainable. If you want insurance in the reliable mutuals which make a specialty of elevators and contents and furnish insurance at cost, first remove all wood pulleys from your elevator heads and boots.

A CLAIMS BUREAU.

At the recent meeting of the Ohio Grain Dealers Assn., which was reported in the last number of this journal, Mr. Seeds suggested the advisability of establishing a claims bureau, for collecting needed information regarding claims and properly arranging all the essential papers, before filing a claim with the carrier.

No doubt the rail carriers would welcome the establishment of such a bureau, as it would relieve them of much work and unworthy claims, as well as facilitate the settlement of just ones. No doubt if shippers will establish a bureau and place a man in charge of same who will decline to present any claim which is not a just and fair one, the carriers will give prompt attention to claims presented by him and be disposed to pass upon same favorably. The claims departments of the different roads are now pestered with many claims which have no foundation in fairness or justice. These serve but to burden the departments with work and interfere with the disposition of claims which should be paid. The carriers could well afford to encourage bureaus of this character in order to obtain relief from unjust claims.

However, it would hardly do to have claims presented by individuals and the bureau handle only those which members fail to secure. After a claim has been turned down once by a carrier, on account of inadequate information, the claims department would hesitate again to take up the case even tho presented by a claims bureau. The suggestion is a most ex-

cellent one and merits careful consideration by the assn's. of other states.

REFUSING TO ARBITRATE.

Recently several cases have come to light in which members of grain trade organizations have refused to arbitrate trade differences with their brother members, and have sought to escape the requirements of the rules of their organizations by hair-splitting quibbling which has no bearing whatever on the principle involved.

The man who joins an organization should be fully prepared to abide by its rules and regulations. When he cannot do so, the best thing for him to do is to resign. By quibbling over technical points as to his own rights in the matter of arbitration he emphasizes his own willingness to arbitrate the difference and thereby confirms all in the belief that he lacks confidence in his own position. The man who knows, or is firmly convinced he is right, never hesitates to arbitrate the difference, if for no other reason than to convince his fellow dealer that he is wrong.

KEEPING POSTED ON RATES.

If all country shippers would keep posted regarding the schedule of rates in force on grain shipments from their station, they would realize greater profits from their business. A case recently reported from a station near Chicago brot to light the fact that neither the shipper nor the station agent knew what the rate was. In fact they did not know that a thru rate was in force. The local rate to Chicago was 8 cents; on grain billed to the seaboard it was but 5. The worst feature of this case was that the local station agent insisted there was no such rate in force, and would grant no other until a written order from headquarters was presented to him.

Many of the freight rate schedules are so complicated that the wonder is any one ever obtains a clear understanding of their true meaning. A study of some schedules would give many shippers a fighting fit. However, most of them look only to see what the rate is from their station, pay it and proceed on the supposition that it is the lowest rate obtainable.

A schedule issued by the Big Four recently shows the rate on grain from points between La Fayette and Augusta, Ind., inclusive, to New York to be 17½ cents per hundred. From points between St. Mary's, Ill., to Templeton, Ind., inclusive, the rate of 18½ cents per hundred. From Chicago, Kankakee, Aroma and intermediate points the rate is 17½ cents per hundred, or one cent less than for points nearer New York.

If the shippers at points from St.

Mary's to Templeton inclusive are content to pay the extra cent, the railroad company or its agents will enter no objection. It seems to be a very difficult matter to keep posted, but any one who will give the matter a little investigation will be convinced that shippers frequently pay more than they ought and more than there is any necessity of paying for the transportation of their grain.

A NOVEL MOVE FOR BETTER CORN.

The Commercial Club of Mason City, Ia., will hold a corn exposition next week in which about 50 prizes will be distributed among farmers who exhibit the best samples of corn of different varieties grown in '04.

The contest is confined to residents of neighboring counties and to growers of the corn exhibited. No entry fee is charged and free lectures on corn and corn judging will be given by Prof. Holden, who will also conduct an amateur corn judging contest which will be open to all amateurs. Prizes amounting to \$60 will also be given successful corn judges.

If well advertised the exposition should prove of great value to the corn growers and the community, as well as to the local grain merchants. Anything which can be done to interest the farmer in improving the quality of grain grown and to instruct him in judging of the better qualities will surely result in the production of more and better grain.

FEED GRINDING.

The season for ground feeds is at hand and the elevator man who is properly equipped to turn out the desired product is sure to realize a good profit. Bran and other offal of flour mills have reached a figure which is almost prohibitive.

A number of mills have been placed on the market for grinding corn and cobs together. Some have not proved entirely satisfactory, but others seem to meet all the requirements.

It is maintained by several prominent chemists that corn and cobs ground together make a much better feed for stock than many other feed stuffs. Some hold that cob meal of itself possesses sufficient nutritive value to be fed without mixture. Some plants which are engaged in making pure cob meal remove all pith and bee wings with blowers, using only the richer material for mixing with feed stuffs. Every year mill feeds have been high, elevator men who possessed a corn cob crusher which could be operated in connection with a good feed mill have realized handsome profits and no doubt it will be the same this year, as wheat is so scarce as to insure mill feed remaining at a high figure.

As a side line feed grinding is an excellent one for the country elevator man, who is thereby enabled to work off much off-grade material into good feed.

Letters From Dealers

COMPLAINT OF EASTERN MILLERS SATISFIED.

Grain Dealers Journal: The complaint made by the Eastern millers on Duluth Inspection, was not on the question of grades, but on the test weight of our One Northern Wheat, and the millers' visit to Duluth, was, if possible, to see if some uniform method of testing could not be adopted whereby the same results could be arrived at in all Eastern markets.

The Minnesota Inspection Department is pursuing the same method of testing as always. In the past years it has always delivered wheat which tested more than was required by our rules of inspection for all grades, the quality of the wheat permitting them to do so, but the present crop gives us very little wheat which will test above that which is required for our One Northern grade, namely, 57 pounds to the measured bushel.

With this condition and a slight difference in the method of testing at Buffalo, arose the question of test weights. The Chief Inspector at Buffalo and myself have a mutual understanding as to what shall be considered a fair method of testing, which is at the present time entirely satisfactory to both Buffalo and the Minnesota Inspection Department. Yours truly, F. W. Eva, Chief Inspector, St. Paul, Minn.

CLAIM BUREAU A GOOD SUGGESTION.

Grain Dealers Journal: E. W. Seeds performed a good service to Ohio grain dealers in moving for the establishment of a claim bureau at the recent state convention, and he will evidently profit by it himself; if his statement that he allowed a claim, which involved two connecting lines, to remain in the hands of one of them *three years* is any criterion of the extent to which his good nature has been imposed upon. The suggestion, however, that original papers be retained and copies filed with the railroad companies is untenable, for ordinarily the carriers will not accept duplicates unless the originals are shown to have been lost. In this they are entirely right, no matter what complaint is made about their methods of handling claims in general; for if copies are used they do not know but that the originals will turn up some time in support of another claim.

Indeed, the writer has just been involved in a very exasperating case of this kind, where a firm in Chicago, to whom original expense bills were surrendered on account of "thru" billing, as is customary, not only secured a refund of the Eastern proportional but also collected an overcharge incurred west of the Mississippi River.

The R. R. Co. paid our shipper's claim and the Chicago firm's also, thus refunding the overcharge twice, and it was only by chance that the swindle was discovered. The Chicago concern will, of course, have to disgorge; but the circumstance shows what unscrupulous claimants can do if in possession of original papers. It was proper and necessary

for our shipper to use a duplicate freight bill in the case noted, as anyone who sells Western grain in Chicago on "thru" billing will understand, but ordinarily a copy will not be valid proof.—T. M. Rogers.

TACT MORE EFFECTIVE THAN THREATS.

Grain Dealers Journal:—We notice in the editorial columns of your issue of the 25th inst. a statement that, experienced grain men who sell out their business and go to work for co-operative companies, do more to perpetuate such companies than anything else, except the agitators who fight them. We most heartily agree with you that the policy of the radical element in the different grain dealers asso's has been largely responsible for the rapid growth of the co-operative companies. It seems to have been the determination of these radical fellows to rule or ruin during the past five years; and if a receiver or track buyer had the temerity to differ with them, he was immediately looked upon as an enemy to asso. work, and all the power and influence that could be brought to bear was used to drive this individual out of business.

Our firm happens to be one of the original objectors to the policy determined upon by the radical element of the Illinois Grain Dealers Assn, and, as is generally known, an attempt was made to show us where to head in, and from recent action on the part of other receivers and track buyers, we are led to believe we were not the only ones who have been subjected to the same treatment.

We were one of the original members of the Grain Dealers Assn when it was organized at Springfield, almost 20 years ago, and we believe that conservative organization is beneficial, not only to the grain merchants, but to the farmer as well. However, we have not been in sympathy with the radical ideas forced upon us by some of our brother grain dealers in Illinois during the past two or three years. We consider that much more can be accomplished by diplomacy than by threats, and that the establishment of co-operative companies in Illinois will cease the moment that the regular merchants are willing to handle grain on reasonable margins, and discontinue using their influence in continuing the boycott against such companies as are now in operation.

We have been more or less interested in the operation of country elevators for the past 20 years, and are operating a number at the present time. We make it a rule at our stations, that if the farmer is not satisfied with the price we are bidding for grain, that we will load the grain for him through our elevator for 1c per bushel, with the promise that we will not interfere with the sale of his grain after it has been loaded. We find that as soon as farmers learn they can get their grain loaded they are satisfied, and very few of them will take advantage of our offer.

We have found that farmers are of the opinion that the margin of profit in the grain business is very much greater than it really is, and as soon as he is informed of the actual margin of profit prevailing at most stations, he is satisfied. A good plan is to take farmers into your confidence and frequently let them know what the margin is on which we are operating—nine times out of ten it is smaller than they expected.

Our advice would be to treat the co-operative companies the same as you would treat a regular dealer, keep the good will and confidence of your farmer customers, and they will not be induced to co-operate against you, especially so long as you are willing to load their grain through your elevator on a margin of 1c per bushel, and thereby give them an open market. Respectfully, Suffern, Hunt & Co., Decatur, Ill.

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Nov. 10 have been 105,642,000 bus. compared with 102,629,000 bus. for the corresponding period of the preceding year.

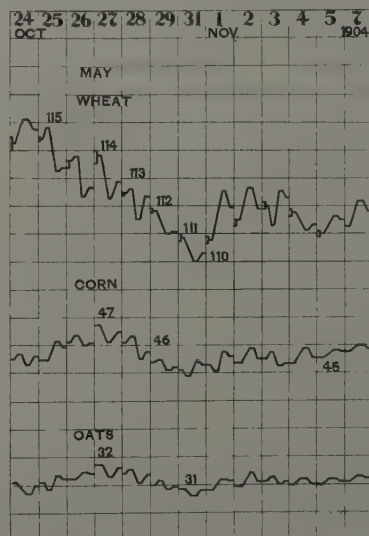
Corn receipts at primary markets for the present crop prior to Nov. 10 have been 50,338,000 bus.; against 59,560,000 bus. for the corresponding period a year ago.

Patching Water Jacket.

One way of patching the water jacket of a gasoline engine is given by Gas Power, as follows: Scrape off paint $1\frac{1}{2}$ inches on all sides of crack, then take a piece of $\frac{1}{8}$ inch copper, bevel the edges all around and anneal it by heating it red hot and dipping into water. Now drill $5\text{--}16$ inch holes $\frac{1}{2}$ inch from edge and 1 inch apart; then bend to shape of cylinder, drill and tap cylinder; get some prepared white lead and mix with dry red lead as thick dough. Plaster on $\frac{1}{8}$ inch thick. Put on patch and bolt down with short cap screws. Hammer around edge until it seems solid. Start engine without water until your cylinder is quite warm, then let lay still one day. After that, go ahead. If the patch leaks a little caulk it very light and it will stay so for years.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Nov. 9 are given on the chart herewith.



Asked— Answered

GOLDEN OATS DISTINCT VARIETY.

Grain Dealers Journal: I have had about 10 years' experience in raising the golden oats, or yellow oats, as we called them in my farming days.

I know they are a distinct variety and shud I again take up farming I wud endeavor to get golden oats for seed. I have grown the mixed and white oats and observed the difference in varieties. My farming was done in northern Illinois and Indiana.—C. E. Bartoo, Louisville, Ky.

IS IT FAIR?

Grain Dealers Journal: Is it quite fair to grain dealers for millers to buy wheat which they do not need for grinding, and also other grains, and ship them on the market? Are they, in fact, unless operating a regular grain elevator, any better than the scooper who has a little warehouse or loads directly from wagons? It seems to me not, and I think the millers shud be given to understand that they must not "butt in" to the grain trade in this way. They are, of course, entitled to as much wheat or other milling grain as they can buy for their own use, but there their rights cease.—I. B. S.

THANKFUL FOR OPINIONS.

Grain Dealers Journal: Through the "Asked-Answered" column of your paper we wish to thank you and others for their opinions in regard to the question: Does refusal to pay draft vitiate contract? We are glad that the opinions are so unanimous. We sold a car of wheat to an Ohio miller under the conditions stated in your Journal of October 10th. He protested our draft, and after the advance in the market claimed more wheat. We felt that we had done our duty, and yet with a desire to know what our "brethren" would consider to be right under like circumstances, we made this public inquiry. Yours truly, The Bennett Commission Co.

REFUSAL TO PAY DRAFT DOES NOT ALWAYS VITIATE CONTRACT.

Grain Dealers Journal:—We notice in your issue of the 25th ult., page 444, that a buyer who contracts for grain and turns the draft against it, not only has no claim against the shipper, but is liable under the contract for any loss suffered or expenses incurred by reason of the contract. This statement would be in order provided the seller has complied with his part of the contract, or the usual customs governing the same. For instance, it is customary to leave a reasonable margin to protect the buyer against off grades and shortages. Then again the grain may not have been loaded or billed according to the buyer's instructions, or the shipper may already have an overdraft on the buyer on previous shipments. He may not have furnished the buyer with an invoice showing the number of bushels and kind of grain, in which case a refusal to pay draft on part of buyer, in our judgment, would not vitiate the

contract. Hence, your simple statement without qualification is misleading. Respectfully yours, Suffern, Hunt & Co., Decatur, Ill.

Uniform Bills of Lading.

By D. V. Donovan.

In the struggle that is now on between the shippers and the railroads of the country over the adoption of the *proposed* uniform B/L, there is a tendency on the part of the former to lose sight of one most important fact, viz: that the business interests of the country will derive great benefit from the universal use of one, and but one, form of contract between carriers and shippers. When that consummation has been reached, it will at once simplify matters to an extent hardly realized at the present time. Then the shipper will not find it necessary to familiarize himself with the purport of varied and innumerable forms, such as those with which he has now to deal, in order to guard against signing away his common law and statutory rights; the connecting line will know at once precisely under what terms and conditions a "through" shipment was accepted by the original carrier and can handle the property without any undue delay; the receiver will be certain of his rights and obligations in every case; and, finally, those who honor drafts with B's/L attached can make their advances with perfect confidence, so far as the security of these instruments—if not fraudulently issued, is concerned.

In the evolution of modern commerce few developments have been of more importance to unrestricted trade between all parts of this country than the rapid growth of the B/L as a secure and flexible instrument of exchange. Its form and degree of security, etc., have, however, been extremely varied. The different kinds of service performed by the different roads, have given greater relative importance to the conditions imposed upon them by law or custom, on the one hand, or the limitations which they have succeeded in placing to the rights of shippers, on the other, than would be the case under a fixed and uniform system; and all has become more or less confused by the cunning of corporation lawyers, or the stupidity of legislators.

Yet, while many forms are now in use, their number has been diminishing of late years, chiefly by reason of the consolidation of the small roads into "systems";

and as early as the middle 80's, if not before, there arose persistent agitation for the adoption of a uniform B/L, which bore fruit in 1890, when agents of the eastern, southern and trunk lines made the first draft of what has since been known as "The" Uniform B/L. So far as I am aware, no serious objection has ever been made by shippers to the form of this, for it has been felt to fairly protect their just rights as well as those of the carriers; and it is substantially the B/L now used by the larger transportation lines of the country. Why could it not be made the basis, at least, of an instrument which will be satisfactory to both interests?

No matter what may be the outcome of the contest that is now being waged, the trend and logic of events is irresistibly in favor of some plan which will bring about absolute uniformity in respect to contracts for the carriage of freight, and those who are active in opposing the form of B/L recently agreed upon by the carriers, because of certain objectionable features, should see to it that in lopping off the undesirable branches they do not kill the tree itself, for this, if husbanded into a healthy, symmetrical growth, will bear good fruit and bring it forth abundantly.

Books Received

DURUM WHEAT.—The good work done by the Bureau of Plant Industry during the past few years in calling the attention of farmers to the great value of durum, or macaroni, wheat for the semi-arid regions of the west, is bearing fruit, judging from the way in which farmers are taking hold. In the markets of the country the new wheat is winning favor slowly as its merits become known. The commercial status of the durum wheat is the subject of Bulletin No. 70, by Mark A. Carleton and Joseph S. Chamberlain, giving the relative market value of durum and other wheats, its use for macaroni, the names of the macaroni manufacturers of the United States, 11 pages of recipes for cooking macaroni, a very complete account of experiments in baking bread of durum wheat flour, other products of durum wheat, and the disposition of the 1903 crop. Bulletin No. 70, 70 pages, illustrated, U. S. Dept. of Agri., Washington, D. C.



The Railroads—If you want us to carry your grain, you must take the plank.

Crop Reports

CANADA.

Winnipeg, Man.—Out of 9,074 cars of wheat inspected during Oct. 2,368 graded No. 2 and 2,122 No. 3 northern. In Oct., 1903, out of 8,289 cars inspected 3,244 graded No. 2 and 1,812 No. 3 northern. One-tenth of this season's receipts are graded rejected or worse, while last year during Oct. not a single car went lower than No. 2 feed.

Winnipeg, Man.—The returns from the chief grain inspector's office for the month of Oct. shows that 9,074 cars of wheat have gone to the lake front during the month. This is 785 cars more than for Oct., 1903, and brings the total number of cars that have gone forward of this year's crop up to 10,726, or 10,726,000 bus. Last year at the end of Oct. 11,378 cars or 11,378,000 bus. had gone forward. Considering that the season of 1904 was two weeks late in opening, the forward movement has been most exceptional, the railway companies apparently straining every nerve to keep the grain moving and prevent a blockade.

ILLINOIS.

Shelbyville, Ill., Oct. 31.—Farmers husking corn here find disappointments, shortage and damaged ears, corn sappy and not fit for market.—P. Cooper.

INDIANA.

Onward, Ind., Nov. 4.—Corn husking progressing under very favorable weather. Quality varied owing to previous weather and late planting. Probably an average of 40 bus. Weather entirely too dry for wheat but all right for the down corn. It will be 3 weeks before corn will do to shell.—C. W. Montgomery.

INDIAN TERRITORY.

Mounds, I. T., Nov. 3.—Our business has been very light in this country. Wheat was very poor quality on account of excessive rains. Corn is a very light crop in the Creek Nation, hasn't been more than 2-3 of a crop gathered, but farmers have been disappointed in the yield. Wheat acreage sown this fall is light. Cotton seems to be taking the country on account of the high prices.—J. N. Voorhees.

IOWA.

Des Moines, Ia.—More farmers have quit picking corn because corn already cribbed is not keeping well. Unless they have freezing weather right away they fear a large proportion of the corn will not be in condition to crib or handle until Dec.—Bowen & Regur.

KANSAS.

Conway, Kan., Nov. 2.—Wheat sowing is all done and looks good, acreage somewhat smaller than last year.—F. P. Hawthorne.

Topeka, Kan., Nov. 9.—We believe it safe to say from reports received and from personal observation that not to exceed 20 million bu. of wheat was in farmers' hands in the state of Kansas Nov. 1st.—A. M. D.

Dalton, Kan., Nov. 5.—In this locality the growing crop is suffering very badly for want of rain. Over 50 per cent is not up yet, and the early seeding is dying. Some complaint of Hessian fly. Only about 30 per cent of this year's crop left in first hands.—J. J. Stevens.

Kiowa, Kan., Nov. 7.—The average yield of wheat per acre this year will be about 15 bus. Up to the present time not over 1/2 as much sowed as last year, as it has been too dry. Wheat which has been sown and is up is dying for want of rain. Should rain come soon there would be 1/2 of the acreage sown last year.—O'Neil, Kaufman & Pettit.

Topeka, Kan., Nov. 9.—E. J. Smiley, Secy. of the Kansas Grain Dealers Assn has recently made a trip through the north-eastern part of the state visiting towns on the St. J. & G. I., K. C., N. W., Omaha Extension of the M. P., and Blue Valley Branch of the U. P. and reports that he found the corn crop the poorest raised in twenty-five years. Stations that have shipped as high as 500 cars per annum will not ship the present year to exceed 50,000 bus.—A. M. D.

MICHIGAN.

Linden, Mich., Nov. 2.—Bean threshing is well under way, average yield 8 bus. per

acre. The early beans, which constitute about 1/2 of the acreage, are fine quality; the balance of the crop badly injured by wet weather and frost, some pieces being entirely worthless except for feeding purposes.—T. J. Winget & Son.

Lansing, Mich., Nov. 10.—Wheat was sown in good season this year and has made an excellent growth. In some cases the fields have been pastured. No noticeable damage has been done by the fly. The condition of the growing wheat on Nov. 1 was 99 per cent. The total number of bus. of wheat marketed during the 3 months prior to Nov. 1 was 438,961, which is 1,315,000 bus. less than during the same months of last year. The average yield of corn is 28 bus., shelled. Conditions have been unfavorable for corn this year. Not only was the weather bad last spring but many farmers planted poor seed the result of which will materially affect the yield. There is considerable corn of good quality throughout the state, but on the other hand there is much that is soft.—Fred. M. Warner, Secy. of State.

MINNESOTA.

Neilsville, Minn., Oct. 24.—The average yield of wheat in this locality is 12 bus. per acre. Very little grade wheat has been received, most of it going No. 3 and rejected. The average yield of flax is about 14 bus. and is of excellent quality.—R. J. Bates, agt. St. A. & D. Eltr. Co.

OHIO.

Fremont, O., Oct. 19.—Our corn crop looks like 95 per cent of an average crop. Oats about the same. Wheat about 50 per cent of an average crop.—The Fremont Eltr. Co.

Edison, O., Oct. 20.—The corn crop in this vicinity is of good quality but is not a big crop. Wheat is looking fine. The acreage is not as large as usual owing to high price of seed wheat. Everyone is holding wheat for a higher price.—Hildebrand & Blair.

Columbus, O., Nov. 1.—The area sown to wheat this fall is 1,859,534 acres, or 99 per cent of that sown a year ago. The average date of seeding is Sept. 26, and the condition of the growing wheat is 87 per cent. The area of rye sown is 87 per cent of last year's and its condition 88. The prospect for corn is 71 per cent and for buckwheat 80 per cent. The wheat area seeded this fall is so low that even if all remains for the harvest next year, and there is an exceptionally large average produced per acre, the total crop cannot reach the amount Ohio has many times produced. The continued low wheat area is not easily accounted for. The condition of the growing plant is 13 below a good average condition. In most parts of the state it has been too dry for proper germination and strong growth. On many fields the plant is thin and a great deal has not yet made its appearance. There has been some re-seeding. If the winter sets in early there is danger that a great deal of wheat that has not attained strong set and sufficient growth will not be able to withstand very rigid weather. While there was much fear of the fly, very little complaint is made concerning it. The area of rye shows less than last year, but in this there is no great weight, as this crop varies in area from year to year more than any of the other small grain crops. In many parts of the state the corn crop is not husking out as well as was anticipated, and this has caused a slight reduction in estimated prospects. Considerable corn was cut too green and much of it is soft and moldy. In the northern part of the state the crop was injured by the frosts that occurred in September, and while there are good and even excellent crops in many sections, the average for the state will be low.—M. W. Miller, Secy. Ohio State Board of Agriculture.

PENNSYLVANIA.

Beaver Springs, Pa., Oct. 29.—Grain almost all threshed. Yield below the average. Grain in the ground looks very nice. A good stand everywhere. Corn about half a crop on account of wet weather in the spring.—J. O. Wagner, M. D.

TEXAS.

Dallas, Tex., Nov. 5.—The rains of last week stopped the marketing of corn by the farmers to a very great extent and have made the prices very stiff. The farmers are in good financial condition and are not turning loose their grain very readily, and so far the price has not reached an export basis in the country, but with the prevailing good weather dealers are looking for enough of the grain to be brought to mar-

ket to bring the price to export base. A very heavy crop in the hands of the farmers but they feel no inclination to turn loose until they get their price. The present price is close to 44 cents country points, which is too high for export business and consequently there has been little of the Texas crop of corn that has reached the ports for export. Reports that are being received by the millers and the grain men indicate that this state will have a very largely increased acreage in wheat during the coming season. Before the rain of last week there was estimated that the farmers had increased the wheat acreage ten per cent on an average and since that time there has been a very large acreage planted which will further increase the amount of land planted in wheat. The farmers as a rule have reserved out of their wheat crop of last season enough wheat for seedling and so little seed wheat will be sold in this state. There is still some wheat being placed on the market in Texas, and is commanding as high as \$1.25 and even the slump in the Chicago market failed to break the demand of the farmers of this state for the grain they had on hand.—J. S. W.

WASHINGTON.

Seattle, Wash., Oct. 25.—State Grain Inspector Arrasmith states that 60 per cent of the new season's crop of wheat has passed out of the growers' hands.

WISCONSIN.

Madison, Wis., Nov. 1.—Oats constitute our leading grain crop, and both in yield per acre and in quality, the standing is higher than was predicted at time of harvest, and as a whole, results are gratifying. Barley is an excellent crop in all particulars. Rye maintains a high average, while wheat as a crop is unimportant, and also unsatisfactory. The potato crop of the State is large, the season having been well calculated to induce a large yield, and while in a few sections and upon certain soils, rot has done considerable damage, the general quality is excellent. Quite a diversity in price is noticed from different sections of the State; 20 cents being the ruling price in principal potato growing centers, while from 30 to 40 cents is reported from southern counties, suggesting a possible market for surplus product for other districts of easy access. Yield per acre is wheat 15 bus.; rye 18; barley 35; oats 38; buckwheat 16; clover seed 24; corn 33; beans 14; potatoes 145, and tame hay 1 1/2 tons. Quality of product: wheat 75; rye 92; barley 96; oats 89; buckwheat 90; clover seed 95; corn 72; beans 90; potatoes 97; tame hay 95. A separate estimate, based upon special inquiry, places the percentage of corn crop that is merchantable, at 65.—John M. True, Secy. Wisconsin State Board of Agri.

GOVERNMENT CROP REPORT.

The corn crop is estimated at 2,453,000,000 bus. by the Dept. of Agri., in the report issued today, by John Hyde, chief of the bureau of statistics. The yield on an area of 91,894,000 acres is 26.7 bus. per acre, compared with 25.5 last year. Only one year before has a larger crop been gathered, that of 2,524,000,000 bus. in 1902. The quality then was 80.7; this year it is 86.2.

About 3.6 per cent of the corn crop of 1903 was still in farmers' hands on Nov. 1, compared with 5.2 per cent so held Nov. 1, 1903.

Yields per acre this year are: Winter wheat, 12.3; bus. spring wheat, 12.7; winter and spring combined, 12.4; oats, 32.1; rye, 15.2; barley, 27.2; flaxseed, 10.2; buckwheat, 18.9; and hay, 1.52 tons; compared with winter wheat, 12.3; spring wheat, 14.0; winter and spring combined, 12.9; oats, 28.4; rye, 15.4; barley, 26.4; flaxseed, 8.4; buckwheat, 17.7; and hay 1.54 tons, in 1903. The average yield per acre of rough rice is 32.1 bus., compared with 32.7 in 1903 and 27.3 in 1902.

The total crops this year are 333,000,000 bus. winter wheat; 218,000,000 bus. spring wheat; 888,500,000 bus. oats; 27,238,000 bus. rye; 139,971,000 bus. barley; 24,354,000 bus. flaxseed; 15,240,000 bus. buckwheat; and 60,821,000 tons hay.

Japan has this year the largest rice crop she has ever gathered and of the finest quality and is selling it for 20 per cent more money than in any previous year. She exports and sells her best rice and consumes the poorer. The increased value of her rice crop this year equals one-third the cost of the war.—London Chronicle.

Why Shipments Are Delayed.

By T. M. Frederichs.

In talking with one of the officials of the motive-power department of a leading Western railroad, the other day, I happened to mention the "fact" (as told to me by a freight agent), that their engines were badly overworked and insufficient in numbers to meet the demands of the traffic put upon them, when, to my surprise, he grew very indignant, saying that it is not so. The fault, he declared, lay with the operating department.

"But why," I asked, "does it take your road an average of two weeks or more to bring in a car of grain from S. D., while the R'y does it in from four to six days?"

"Simply the difference in the way they handle the trains," he answered. "As you know, there are different grades along the route, and due allowance has to be made for this in making up trains; for, while an engine of a certain class may be able to haul 1,000 tons on a level, it is sure to strike a grade where 600 to 700 tons will be its maximum load. These grade variations are carefully mapped out, and it is accurately known just what can be done with a train between each of the stations along the line. Now, this being so, there are two different methods which can be followed in getting the stuff over the road. One is to make up a train which can be hauled continuously over the entire length of a division, making fast time on the low grades and going more slowly over the heavier ones. This is the plan generally put in use by the road you speak of. Our company, on the other hand, follows the other method—that of giving to each engine its maximum load (or nearly so) for the grade on which it starts out, dropping the necessary number of cars at the first heavy grade, taking up more when a lower one has been reached, and so on to the end of the route. In this way, cars are distributed all along the way, being picked up to-day and dropped to-morrow. If the consignee grows impatient at the delay and send out a tracer, he is informed that the car is "coming," having passed such and such stations on such and such dates."

The fact that this system is deliberately followed by a great railroad company can only be regarded as an astonishing exhibition of incompetence on the part of the officials who control its policy; for, while it may and probably does effect considerable saving in the cost of running trains, any gain in this direction is simply overwhelmed in the loss which comes from the decrease in the amount of service which it obtains from its rolling stock. By such a method it takes three cars, at least, to do the work of one.

The folly of it from a railroad point of view is well nigh incredible, and one might say, as the general agent of a competing line did, that "it is to laugh," were it not for the serious aspect of the case from the shipper's side. What could be more grossly unjust to him than to keep his property on the road from two to three times longer than is reasonable and necessary. It is a matter far more serious to him than that of "reciprocal demurrage," to which it is related, and there should be some course to compel better service on the part of the delinquent lines.

The Interstate Commerce Commission might afford some relief, for its juris-

diction covers transportation "practices," as well as rates; but at present it is powerless to enforce its decisions, having merely authority to investigate and recommend. Let the Quarles-Cooper Bill be passed and we shall see a chance. Those who feel that one is needed should speak or write to their Congressmen about it.

Collapse of Ontario Elevator at Buffalo.

The Ontario Elevator, at Buffalo, N. Y., owned and operated by Albert J. Wheeler, so utterly collapsed at 10:45 a. m., Sunday, Oct. 30, that what remains of it lies a mere mass of rubbish.

The fotograf reproduced herewith gives an excellent idea of the destructive result of the fall, showing the water side of the site and the warehouse of the Thornton & Chester flour mill across the Evans slip, the wall of which was partly broken in by the falling timbers. The posts supporting the bins were 18 ft. high, and the lower part of the building moved about 18 feet toward the canal; the upper part of the structure slid 40 ft. farther, the main part of the wreck lying in the canal like a huge box with one side in the canal, the other side sticking up at an angle of 45 degrees. A small part of the ruins fell into the street on the opposite side.

Supt. Bartholomew, the only man on the scene at the time, was leaving the office and walking toward the elevator, when he was suddenly lifted off his feet by a blast of air and blown a distance of 40 ft. He was knocked senseless and received slight internal injuries. First, there was heard a loud roar as of escaping steam from the safety valve of boiler, followed immediately by a crash as of the breaking of a thousand masts. A dense cloud of dust arose like smoke. The fire department was called, but found

no flames, neither was there any smell of smoke.

Mr. Wheeler says: "All there was to it was that the elevator was blown up by a dust explosion. My son George made the round of the elevator at 10 o'clock that morning. Everything was all right then. Nothing but a dust explosion could have caused it."

The Ontario Elevator was erected 15 years ago, of substantial crib construction, and was 100 feet high. The absence of fire led to the theory that the collapse resulted, not from an explosion, but thru the foundations giving way. It is alleged the foundation had been weakened by dredging the slip from 12 ft. to accommodate boats of 18 ft. draft. The house contained about 100,000 bus. of grain, mostly barley. The Buffalo Grain Co. owned about \$125,000 worth and Nestor & Co. another large share. Mr. Wheeler has \$94,000 insurance on the building.

A host of complicated questions in regard to the loss have arisen. The owner has demanded his fire insurance, but it is refused. The Western Elevating Assn., to which the Ontario belongs, disclaims all liability and refuses delivery when the owners ask for the grain shown by their warehouse receipts. It is reported that some grain went into the elevator so late that no warehouse receipts were issued for it. The banks are inclined to question the value of all warehouse certificates issued by the elevating assn. if it will not stand behind them.

Again, it is said that if the grain owners cannot get their property any other way, they will demand it of the elevator owner, on the ground that he knew of the quicksand under the foundation, and neglected to guard against it. Some holders of receipts are inclined to claim as theirs certain grain that has been saved. Much of the barley in the elevator was saved dry, as no rain fell for a week after the accident. A long litigation is looked for.



Ruins of Ontario Elevator, Buffalo, N. Y.. Wrecked Oct. 30, 1904.

The Scattering of Weed Seeds by Farm Seeds.

BY L. H. PAMMEL, PH. D.

During the last few years very troublesome weeds have been scattered by means of commercial seeds. It is a well-known fact that certain weeds universally accompany certain crops. Since olden times mustard has followed in the wake of the cultivation of flax and small grains. The same may be said of many other weeds that are found in certain crops. It is believed that mustard was brought to Europe during the time that the Crusaders went to Jerusalem during the early Christian era. Again, what farmer has not observed that chess has followed the cultivation of wheat?

Some weeds are brought in through the cultivation of certain crops. This is true of chicory and of purslane. Recently we have traced the appearance of two troublesome dodders to the introduction of certain impure seeds. This subject is especially important, as many of our troublesome weeds are introduced with seeds of various kinds. No one questions the utility of making an examination of agricultural seeds to discover the impurities that are found in the way of weed seeds. This question is so important that long ago Nobbe of Tharandt, Germany, undertook an investigation of the seed question not only from the standpoint of viability, but for the impurities, so that now many of these seed stations have been established in different parts of the world, not only in Europe, but in Brazil, Japan and Java, and our own government at Washington is testing the seeds that are sent out to farmers.

A few of the more common weed seeds may thus be briefly described.

Corn cockle.—This is a dark black seed of irregular shape covered with small pits.

Pig weed.—Small black, shiny seeds.

Medick.—Small yellow kidney shaped seeds somewhat larger than clover seed.

Large Pepper grass.—(See Fig. 1.) Pod circular or oval with a little notch at the upper end. Seeds light brown, elongated, with a prominent ridge on one side. On the addition of water they become mucilaginous. The edge of the cotyledons lying against the stem in the embryo of the plant, said to be incumbent.

Small Pepper Grass.—Seeds light brown, elongated, with a prominent ridge on one side. Seeds become mucilaginous when moistened with water. Cotyledons folded against the back of one of them then said to be incumbent. The pods and seeds somewhat smaller than the preceding.

Black Mustard.—Pods smooth, about one-half inch long, four cornered, tipped with a slender beak. Seeds black or reddish brown, smaller than in charlock. Cotyledons incumbent.

English Charlock.—Seeds round, brownish black, darker than in black mustard and minutely pitted. When moistened they become mucilaginous.

Tumbling mustard.—"The seeds of the tumbling mustard are about 1-25 inch long and about one-half inch thick. They are about the same length as the naked seeds of timothy, but are less pointed and not so thick at the middle. Although generally oblong in outline with rather blunt ends, they vary considerably, some having one scar or hollow extending half the length of one side, others having two nearly equal hollows on the same side,

extending from opposite ends nearly to the middle, while still others have scarcely any hollow. In some the radicle (the root in the seed) is very prominent and straight, in others it is curved spirally around the cotyledons as to be scarcely perceptible."

False Flax.—Pod the form of an inverted egg, one-third to one-half inch long, smooth, reticulated, margined from beak down along placental side with smaller ribs between them. Seeds light brown, one-twelfth inch long, minutely pitted, caulicle prominent, running lengthwise with a prominent groove between it and the cotyledons which are incumbent. On the addition of water the seeds become mucilaginous."

Witch grass. (See Fig. 1.)—The florets are about one-sixteenth of an inch long, flattened and somewhat unequally bi-convex, the back of the glume being the more convex. The outline is oval. The surface is smooth, highly polished and shining. The general color is leaden gray, lighter at the extremities and along the edge of the glume. Five slender, light colored nerves join the extremities, crossing the back of the glume. Another cross-rib on each of the profile edges. The two

light, longitudinal nerves of the pilea are evident within the edges of the glume. Occasional florets are straw colored throughout. The florets separate completely from the empty glumes of the spikelet, but may be wholly enclosed by them. The first empty glume is three-nerved and from one-third to one-half the length of the spikelet. The second and third are similar, practically equal in length, acutely pointed and each seven-nerved. The spikelet is approximately one-twelfth of an inch long and is straw colored, brown or purplish.—F. H. Hillman. Bull. Nevada Exp. Sta. 38:118.

Crab grass.—The spikelets are the commoner with commercial seeds, the free florets occurring occasionally. The spikelets are a little less than one-eighth of an inch long, slender, tapering to the extremities. The first glume is minute, but distinct; the second is narrow, and from one-third to one-half the length of the spikelet; the third equals the length of the floret. The second and third glumes are hairy along the edges. Three of the five veins of the third glume are usually distinct. The floret is dull, and microscopically striate lengthwise. The spikelet is light brown, sometimes tinged with

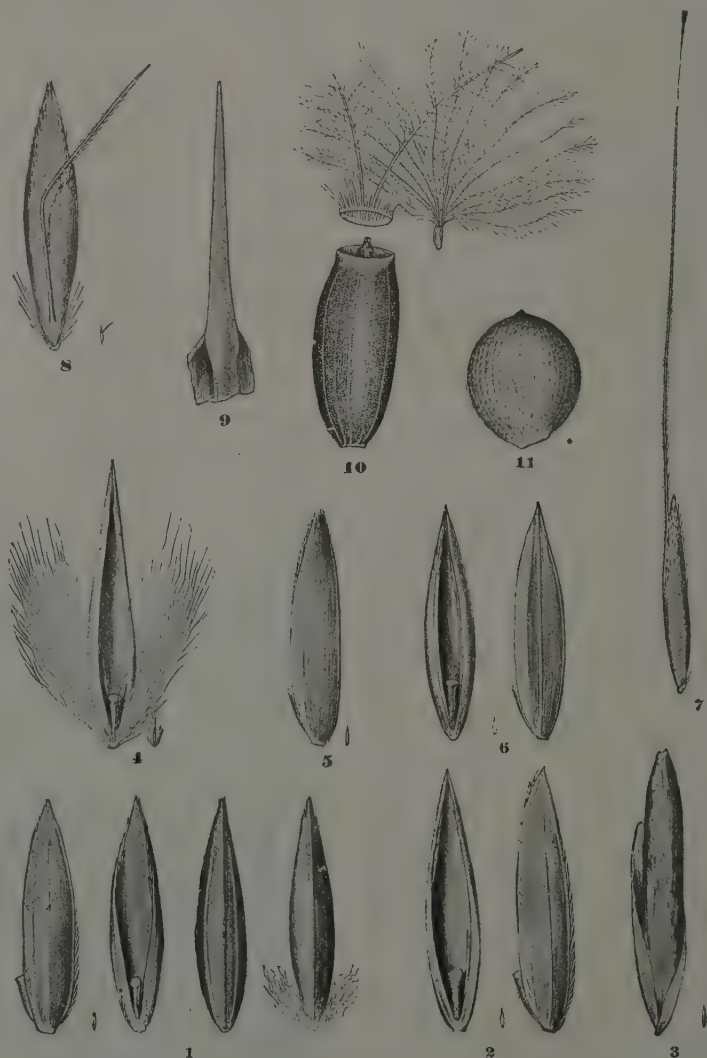


Fig. 11. 1, Kentucky Blue Grass, rubbed and unrubbed; 2, Wood Meadow Grass; 3, Ergot Afungus; 4, Texas Blue Grass; 5, Canadian Blue Grass; 6, Rough Stalked Meadow Grass; 7, Silky Bent Grass; 8, Wood Hair Grass; 9, Spine of Canadian Thistle; 10, Caryopsis of Stink Grass.—U. S. Dept. of Agri.

purple. The floret is sometimes faintly tinged with green.—F. H. Hillman, Bull. Nevada Exp. Station 47:83.

Ox-eyed Daisy. (See Fig. 1.)—The seeds (akenes) of Ox-eye Daisy, though very small, are very characteristic, and should be readily recognized. Average specimens are approximately one-twelfth of an inch in length, but there is evident variation in the size. They are rather broadly club-shaped and scarcely flattened. Straight and somewhat curved specimens are equally common. Their most conspicuous characters lie in the ten well defined, narrow, whitish ribs or ridges which connect the two extremities, and the know-like scar-appendage which projects from the broader apex. The black surface between the ridges is more or less minutely whitish speckled. The scar at the bluntly pointed base is merely evident. Fresh specimens have a slight reflection under the lens. In some, the commonly whitish ribs and scar-appendage, particularly the latter, may be yellowish or even light brown. The usual general color is grayish. These seeds occurring with commercial seeds often have the scar-appendage broken away.—Bull. Nev. Exp. Sta. 38:64.

Clover and Alfalfa Dodder (See Fig. 1.)—The seeds are minute, varying from one-thirtieth to one-twenty-fourth of an inch in diameter. Their form is oval or sub-spherical, the surface often somewhat flattened on the inner, scar-bearing side owing to compression during development. The scar is near one extrem-

ity of the longer specimens and is usually merely evident under the lens. The surface is dull and microscopically roughened. The color is various. It may be yellowish, light or dark brown, light green or strongly purplish tinged. The embryos peculiar in possessing no cotyledons. Under the lens it appears as a simple, slender, tapering body, thickest at the caulicle extremity. The presence of a few alternating scales at the smaller extremity is, seemingly, not readily evident under the simple lens. The position of the embryo in the seed is that of a spiral coil imbedded within the fleshy endosperm which becomes mucilaginous under the action of water.—Hillman, Nev. Bull. 38:85.

Field Dodder.—The seeds are larger than those of the clover and alfalfa dodder, varying from one-twenty-fourth to one-sixteenth of an inch in diameter, and are usually more or less evidently notched at the scar near one extremity of the longer specimens. Furthermore, they tend to be slightly egg-shaped and flattened. Thus the form is often strikingly like that of the clover seeds. As in the clover and alfalfa dodder, the color is variable, including yellowish, light or dark brown, green and a reddish tinge while the others are often purplish. The embryo is essentially like that of clover and alfalfa dodder, but commonly longer. The size of some of the seeds is approximately that of white clover seeds but the larger ones are intermediate between those of white and red clover. The sur-

face of the seeds of both these species of dodder is rough and dull while that of the clovers is smooth and often has a slight, diffused reflection under the lens. The colors of the clovers are brighter, too. The scar of the dodder seeds is almost indiscernible, while that of clover seeds is clearly evident within the margined notch.—Hillman, Nev. Exp. Sta. Bull. 38:86-7.

Timothy and Blue Grass and Impurities.

Timothy seed and some of its impurities are illustrated in the engraving herewith, for which we are indebted to the Iowa State College. The seeds are greatly magnified, the small dots showing their actual size. These weed seeds are also found in clover, especially the rib grass or lance-leaved plantain, and the ox-eye daisy. Dodder is frequently found in clover seed imported from Europe.

Blue grass and its impurities are shown in the engraving herewith, drawn by L. H. Pammel, botanist of the Iowa State College. Besides the too familiar Canada thistle, these weeds include the rough-stalked meadow grass; silky bent grass; wood hair grass and stink grass.

Grain dealers who buy seeds from the farmer will do well to discourage the growing of foul crops by making the price much lower when the weed seeds can be detected in the sample. The dealer who supplies the farmer with seed to grow a crop, which he naturally will have an opportunity to buy should see that the seed furnished is pure. The quality of our crops of seeds and grains is bound to deteriorate unless the dealer and grower both exercise eternal vigilance.

The campaign of education conducted last spring by the Rock Island and Burlington roads in Iowa is described in a late number of the Review of Reviews in an illustrated article by Professor P. G. Holden.

A reduction of the inflated capitalization of the American Malting Co. is recommended by the management on account of the impossibility of paying dividends on the surplus water represented in the \$29,000,000 of capital stock. Trading profits for the year ending Aug. 31 have been \$498,000; and the company's deficit has been reduced to \$161,000, while a working capital of \$6,700,000 has been accumulated, ample for all needs. The usual trust method of making dividends on watered stock, by raising the price of the product, is not available to the American Malting Co., since the largest and best-equipped malting plants in the United States are not in the trust.

Among the factors influencing the wheat price at present are the diminishing receipts at primary markets, the freezing up of the Russian seaports and the critical condition of the Argentine crop. The certain bull factor is the cessation of the heavy Russian exports, which should be followed by a considerable advance in the price during November. Wheat receipts at primary markets, which were 9,366,000 bus. for the week ending Oct. 15 have fallen off to 5,840,000 bus. for the week ending Nov. 5. So much depends on the Argentine weather that the reports of the crop experts who have been dispatched to that country by Chicago Board of Trade firms are awaited with interest.



Fig. 1. 1, Timothy; 2, Peppergrass; 3, Five Finger; 4, Sorrel; 5, Ox-eye Daisy; 6, Rib Grass; 7, Vervain; 8, Witch Grass; 9, Crab Grass; 10, Dodder. After Hicks, U. S. Dept. of Agri.

The Intermarket Agreement.

By the intermarket agreement upon which committees of both exchanges have been at work for the past year, the cash grain trade of Chicago and New York is knit more closely together. Under the mutual understanding of the terms of grain contracts thus established the former bickerings become impossible and honest differences of opinion yield to arbitration.

A great deal of time has necessarily been consumed in adjusting the details of the agreement to meet the views of the different interests involved; and members of the committees and the trade of both cities have made several trips between New York and Chicago to confer on important questions. The Chicago committee, appointed by the President of the Board of Trade, and consisting of Messrs. Pettit, McDougal and Merritt, has had the hearty co-operation of the committee of the New York Produce Exchange.

One of the best results of the new agreement will be the settlement of disputed grading of grain shipped subject to the approval of samplers. Formerly the eastern buyer would have a private sampler to inspect the grain as it went on the boat, and sometimes the private sampler would make arbitrary rejections that were costly to the shipper. The agreement provides for appeal from the decision of the official sampler to the grain committee of the Board of Trade, and from the decision of the buyer's agent to the Chicago Board of Arbitration, named in Sec. 16.

The text of the agreement follows:

Unless otherwise specified in writing, the following provisions shall govern all cash transactions in grain between signers of this instrument from July 1, 1904, to and including July 1, 1905. Any signer may, however, withdraw upon giving ten days' notice in writing to the others, without affecting the obligation of agreement as to the rest.

Section 1. The terms used for time of shipment in this form shall read "On or before (date)."

Grain loaded before date of sale shall not be applied on such sale without the buyer's consent.

In case the seller, through unavoidable delay, fails to make shipment within contract time, but performs shipment within a reasonable time thereafter (not exceeding three days), the buyer shall accept the grain so tendered, being privileged, however, to hold seller responsible for any actual loss which he may sustain by reason of the delay.

On trades under the term "opening shipment" or "shipment at opening," the seller shall be allowed (unless otherwise specified at time of trade) ten days after the opening of navigation, as provided in Section 18, in which to make shipment.

Sec. 2. On sales of 40,000 bushels or less, a leeway of 2 per cent, and on all sales of over 40,000 bushels a leeway of 5 per cent from contract quantity may be shipped, the excess or deficiency to be settled for at the market price when the actual quantity is determined and the buyer is notified.

Sec. 3. The seller may not ship less than 25,000 bushels on any one boat without buyer's consent, except on payment of any extra expense buyer may incur.

Sec. 4. It is understood, unless otherwise agreed upon, that all lake shipments shall be by steamer or by barge towed by steam.

Sec. 5. Buyer shall furnish the seller with name of consignee and give billing instructions on or before the day vessel is ready to load. If seller shall not request such instructions by 2 o'clock p. m., Central Time, buyer shall not be required to furnish same until 10 o'clock a. m., Central Time, of the day following.

Sec. 6. On all grain sold subject to the approval of the official Sampler of the Chicago Board of Trade, an appeal may be made from the decision of said Official Sampler to the Grain Committee of the Chicago Board of Trade, as provided in Rule 22 of the Rules of the Board of Trade of the City of Chicago.

In cases where grain is sold subject to

the approval of a buyer's agent other than the Official Sampler of the Chicago Board of Trade, an appeal may be made to an arbitration committee consisting of the five Chicago arbitrators, as provided for in Section 16.

Sec. 7. On lake shipment, seller shall notify buyer of date of shipment by 11 o'clock, Central Time, of the second day following date of shipment, or, in case of a shipment substituted under Section 11,



One of Minnesota's Decorative Designs at St. Louis World's Fair.

the second day following expiration of contract. Failure thus to notify shall not invalidate the contract, but the buyer shall be reimbursed for any loss occasioned thereby.

Sec. 8. On lake shipments, seller must insure for buyer's account free of charge to 2 per cent above invoice amount. If market at the time of shipment shall be higher than the invoice value, seller shall then effect additional insurance to the market value of the port of shipment, plus 2 per cent, but may charge the expense of such additional insurance to the buyer. Seller must furnish certificate covering the "eighteen days after arrival" clause, the expense of insurance after seventy-two hours to be borne by the buyer.

Sec. 9. It is specifically understood that Bills of Lading bearing the "strike" clause shall be suitable and proper tenders on lake contracts made under this agreement.

Sec. 10. Broker's liability to cease on production of satisfactory principal.

Sec. 11. Seller shall have the privilege of substituting any shipment other than his own, providing such shipment has not arrived at port of destination and conforms to the terms of the contract, and buyer is notified as provided for in the rules governing "notification of shipment."

Sec. 12. On lake shipments, sales to be "Buyer's option of consignee at Buffalo," unless otherwise agreed upon at the time contract is made.

Sec. 13. Payment by seller's draft on demand with documents attached, as customary.

Sec. 14. Margins to the market may be called by either buyer or seller. Such margins shall be deposited either in New York or Chicago, in accordance with the rules of the market where deposit is made.

Sec. 15. On trades made under which "futures" are to be given in exchange, buyer shall be allowed such time as is allowed by the rules of the exchange where such future is to be respectively given and taken, to close out such future free of commission.

Sec. 16. There is hereby appointed a Board of Arbitrators to consist of five resident members of the Chicago Board of Trade; and another Board of Arbitrators to consist of five resident members of the New York Produce Exchange, which shall be known as the Chicago and New York Boards of Arbitration, respectively.

In case of permanent vacancies occurring in either of these Boards of Arbitration,

such vacancies may be filled by selection agreed upon by all of the remaining arbitrators on such Board, this selection in each case to be made from the resident members of the exchange the Board of Arbitration of which has experienced such vacancy. A majority of either Board shall constitute a quorum, but either Board shall fill temporary vacancies if requested by either party to an arbitration coming up before it.

The respective Boards of Arbitration above provided for are authorized at any time to select from their members chairmen and secretaries, either permanent or temporary, to facilitate the transaction of any business.

CHICAGO BOARD OF ARBITRATION.

Walter Fitch,
E. L. Glaser,
J. M. Jenks,
G. S. McReynolds,
S. T. Graff.

NEW YORK BOARD OF ARBITRATION.

H. B. Day,
W. H. Kemp,
Yale Kneeland,
E. Pfarrus,
John Marshall.

In case of any dispute arising over the fulfillment of the terms of any contract made under this agreement, in which the claim is made by the seller against the buyer, the case shall be arbitrated by the New York Board of Arbitration.

In case of any dispute arising in which the claim is made by the buyer against the seller, the case shall be arbitrated by the Chicago Board of Arbitration.

Excepting that in disputes arising over the failure of the shipper to ship in contract time, and in disputes arising over grain that had left point of shipment before time of sale, and is not sold "point of shipment approval," the arbitrators shall always be the New York Board of Arbitration.

And in case of disputes arising on account of sales made subject to the approval of buyer's agent, other than the Official Sampler of the Chicago Board of Trade, the arbitrators shall be the Chicago Board of Arbitration, as provided for in Section 6.

In cases where claims are made by both buyer and seller, they shall submit their respective cases to both Boards of Arbitration, a majority of which shall determine where the case shall be tried; should this fail of a majority vote, the president of the New York Produce Exchange shall decide.

The respective Boards of Arbitration shall be governed in decision by the rules of the exchange under the inspection of which the contract is made; and the claimant in any dispute must show that the damage claimed has been actually sustained.

In arbitrations for settlement of disputes

over contracts made under this agreement (excepting arbitrations relating to buyer's agent, as provided for in Section 6), a fee of \$25 shall be paid for each sitting, by the party against whom the decision shall be rendered, excepting as the committee may otherwise order.

Fees for appeal to the Grain Committee from the decision of the Official Sampler of the Chicago Board of Trade shall be as specified in Rule 22 of the Rules of the Board of Trade of the City of Chicago.

Fees for appeal from decision of a buyer's agent, other than the Official Sampler of the Chicago Board of Trade, shall be the same as similar fees charged by the Grain Committee, namely: \$5 per car, \$10 per canal boat, and \$50 per vessel; such fees always payable by the party against whom decision is rendered, within one business day after such decision is made; and such party shall be also subject to all additional expense incurred by the arbitrators in securing samples and conducting case. Should the Grain Committee change their charges for deciding appeals, a similar change shall be made in the above schedule.

Sec. 17. Contracts for shipment by all rail or lake and rail, c. i. f. Eastern points, shall be subject to these rules as regards adjustments of variations in quantity, broker's liability, drafts, margins, futures, times of shipment, official samplers and arbitration.

Sec. 18. Navigation shall be understood to be open from Lake Erie ports when vessels can get into Buffalo harbor; from other lake ports, after arrival of vessels from Buffalo at such ports, intermediate watercourses continuing open.

The following Chicago firms have signed the agreement, and others are invited and expected to do so: Armour Grain Co., Peavey Grain Co., W. H. Merritt & Co., Nye & Jenks Grain Co., J. Rosenbaum Grain Co., Rosenbaum Bros., Harris, Scotten Co., McReynolds & Co., Knight & McDougal, Calumet & Western Elevator Co., and Milmine, Bodman & Co.

For New York the following have signed: E. Pfarrus & Co., Kneeland & Co., Milmine, Bodman & Co., John Mar-



Missouri's Corn Exhibit at the St. Louis World's Fair.

shall, Marshall, Spader & Co., Sam Taylor, Jr., N. Y. Glucose Co., Sanday & Shepherd, W. S. Travis, Henry D. McCord & Son, Lane & Fox, W. H. Payne & Co., F. V. Dare & Bro., Rice, Quinby & Co., J. G. Hagemeyer & Co., Henry B. Hebert, R. W. Forbes & Son, Knight & McDougal, H. B. Day & Co., The Larrore Mill Co., Franklin Edson, Jr., Long Dock Mill & Elevator Co., S. W. Bowne Co., H. P. & F. Harrison, Cushing & Van Vliet, Hecker-Jones-Jewell Milling Co., The R. D. Martin Co., Ltd., Clark & Allen, Carscallen & Cassidy, Shaw & Truesdell Co., Geo. E. Cathcart, Co-operative Wholesale Society, Ltd., W. H. Story & Co., and Parker & McIntyre.

Grain Decorations at the World's Fair.

The use of grain in different forms for decoration has become quite an art. Some years ago the promoters of the Sioux City Corn Palace thought surely they had attained perfection in this line of decoration, but even their splendid productions are outclassed and over-shadowed by the artistic work to be found on every hand in the Agricultural Building at the St. Louis World's Fair.

The productions are not only interesting but intensely pleasing and no doubt will do much to attract attention to the agricultural resources of the different states which have spent much money along these lines to attract attention to their various exhibits. Naturally, the corn surplus make their principal effort to attract attention to King Corn, but in artistic effect they do not excel the wheat designs of Minnesota.



Nebraska's Monument to King Corn at the St. Louis World's Fair.

Seeds

J. A. Manchester has purchased the seed business of Wm. Everington.

The Ohio State Board of Agri. reported the clover seed prospect on Nov. 1 as 59 per cent of an average.

A method of separating buckhorn from clover seed is described under Patents Granted No. 772,922, elsewhere in this number.

The estimated value of the clover seed grown in Indiana this year is \$2,500,000. In some sections the average yield was 3 bus. per acre.

The stories that have been circulated in regard to the big crop of clover in the Cumberland Valley seem to have been without foundation as information from direct sources indicate a supply sufficient only for one-tenth of their local demand.—Crumbaugh & Kuehn.

The D. M. Ferry Seed Co.'s warehouse at Charlevoix, Mich., was burned some time ago with 15,000 bus. of seeds, a large share of the year's crop. Loss on building and equipment, \$15,000; loss on seeds, \$30,000. The warehouse will be rebuilt.

The whole universe seems concentrated in offering seeds to the United Kingdom. London is not the distributing center it was. The United Kingdom's requirements are trifling compared, for example, with Germany or Austria. Hamburg is now the natural distributing center. Let it absorb the world's produce. Why should London be the 'dumping' ground? The sooner a stop is put to it the sounder our trade will become.—London Corn Circular.

Prices of clover seed continue without radical change. There was a temporary bulge this week in face of the liberal receipts. Speculation is limited. Most of the short interest is against low grades and will not be closed in the near future. Long interest is scattered and the bulls are not expecting dividends while the receipts continue free. Weather has been exceptionally favorable for moving the crop, and prices have been attractive, except on the poorer grades.—C. A. King & Co.

Clover seed receipts at Toledo, O., for the season ending Nov. 5, were 44,000 bags, compared with 64,000 bags for the corresponding season a year ago. Shipments for the season have been 12,200 bags, compared with 8,900 for the corresponding period of last year. Receipts for the week have been 7,430 bags, against 7,069 bags a year ago. Shipments for the week have been 1,900 bags, against 1,200 bags a year ago.

In order to determine the effect of using heavy or light seed, common alfalfa seed was separated into approximately equal parts of heavy and light weight. This was sown by drilling in 1902. On June 23, 1903, a cutting was made from each plot. The light seed yielded at the rate of 2,500 pounds per acre, and the heavy at the rate of 3,000 pounds per acre. The notes show that both plots were weedy the first year, but the second year there was a much thinner stand in the plot from light seeds.—Nebraska Agri. Exp. Station.

We have a good crop of white clover

in Europe. Prices dropped down considerably since the beginning of the season. It may be, that we shall have large arrivals if frost sets in, and that in consequence prices will further decline. We quote choice European quality 14 cts. cif New-York. The acreage of alsike in Europe is only small, but we have a very good crop. Prices depend only on America, as Canada seems to have a bad yield. Our timothy crop has become better. We shall have a medium result. We think prices in America must decline if you are inclined to export larger quantities.—R. Liefman Soehne Nachf., Hamburg, Germany.

Seed receipts at Chicago for the week ending Nov. 5 were 1,594,586 pounds of timothy seed, 246,270 pounds of clover seed, 222,950 pounds of other grass seeds and 24,907 bus. of flaxseed; compared with 1,779,926 pounds of timothy seed, 122,555 pounds of clover seed, 538,255 pounds of other seeds and 177,265 bus. of flaxseed for the corresponding week a year ago. Shipments for the week have been 231,210 pounds of timothy seed, 5,250 pounds of clover seed, 274,941 pounds of other seeds and 1,983 bus. of flaxseed; compared with shipments of 673,090 pounds of timothy seed, 120,300 pounds of clover seed, 612,440 pounds of other seeds and 5,140 bus. of flaxseed for the corresponding week of last year.

Earlier in the season seed from the different sections was of much better quality, and since then it has been gradually getting worse, and the majority of shippers do not realize it. They are paying the same price for the poor seed that they did early in the season for the good, and with quality running poorer so gradually they have not noticed that the seed is not worth near as much as early in the season. Again competition is so keen that they have paid in many instances more than seed was worth in order to keep their competitors from getting. This is not right. They buy it on that basis, ship it in here, the grade is poor, and owing to the large receipts of that kind of seed, the prices have declined, and then they blame the receiver for not getting him out of a hole. The color of seed has gone back considerably. The late arrivals show that a good deal of the seed is weather stained, and every shipper knows that poor colored seed is a great deal harder to sell than the high colored. We hope shippers will heed this warning and not get themselves in a hole. N. E. G. seed that was selling here early in the season around \$6.50 is not bringing over \$5.75 to \$6.00, and the Prime seed is about the same as at that time.—J. F. Zahm & Co.

From 2,000 reports on clover seed R. Liefman Sons Successors, of Hamburg, Germany, issued the following summary on the crop, Oct. 12: It is quite sure that the crop in Hungary is a failure. This country has delivered to us abt. 8—10,000 tons last year, but in many a year still more, and instead of shipping she will be obliged to import large quantities this year. The produce of this country is estimated on abt. 15 per cent of an average-crop, this is what we call a failure. Russia has a bad crop in the north, in the centre it is thought to gain an average crop and in the south, the most important part for the culture of cloverseed, 30—35 per cent of an average produce are expected according to the latest news. However there is still a great part of the plants in the fields and we have to wait for 2 or 3

weeks more before we can say something definite. The north wants vast quantities and buys in the centre and in the south. Many seeds are stained by the rains, which have been there since the last 8 days. Austria has only a trifling crop, some districts have got away a little better, but the others complain and they will be forced to import. We now estimate the average on scarcely 40 per cent. Italy that at other times ships large quantities has had a bad crop, and it seems, that she has sold the greater part of her abundance. France sends many complaints. At first it was thought that she would have a bad crop, but now she is estimated on having a very weak average crop, perhaps 40 or even 30 per cent. Only the Rhine has a medium crop, all the other parts of Germany with the exception of South Germany, which has half a crop, must buy their requirements somewhere. Great Britain reports better now, and may have an average crop, but nevertheless she will be obliged to import a great deal, as she never produces her own. wants. European seeds are too dear for this country, as the people there do not care so much for the part where the seeds are grown, as for their price and their looking; they will at first probably buy American seeds. The requirements of Great Britain are said to be abt. 8—10,000 tons.

Country Elevators for the Argentine.

Senor Ernesto Stricker, engineer of the Argentine Republic and director of the Sociedad Anonima de Molinos Harineros y Elevadores de Granos, Buenos Aires, has been appointed by his government to study the grain elevator systems of the United States and is now visiting the principal grain centers collecting information with a view to erecting many small elevators at receiving points in his country. All grain is now shipped in bags but it is intended to ship it in bulk soon as handling facilities can be provided. Mr. Stricker has visited St. Louis, Chicago, Milwaukee, Minneapolis and Duluth elevators, for the purpose of inspecting our methods and machinery. He says it is the intention to build soon 100 country elevators in the interior of Argentine, his firm having obtained valuable concessions from the government. All machinery for these plants is to be admitted free of duty and the sites donated by the government. He has confidence in the future of Argentine and is especially impressed with the remarkable opportunities there for young men.



Will They "Catch" Him?

From Zahms Red Letter.

A Michigan Firm's Plant.

Many Michigan grain dealers handle beans thru their elevators or warehouses, and some of them make more money out of beans than they do out of grain. In fact, the amount of grain shipped out of the state is so small that those engaged in the grain shipping generally handle several other lines, such as coal, wood, wool and hay.

Fenton, a prosperous town of about 2,500 people, located in the southern part of Genesee County, is in the heart of a bean-growing district. Some of its dealers have engaged in a good-natured rivalry in the matter of signs on their buildings. One dealer, who advertises quite emphatically for beans, is confronted by the legend, "ME TOO WANTS BEANS" every time he looks across the street at his competitor's plant. The "Me Too" sign was perpetrated by Burdick



Elevator and Bean Warehouse of Burdick Potter at Fenton, Mich.



Burdick Potter's Hay Warehouse at Fenton, Mich.

Potter, the secretary of the Mich. Bean Jobbers Assn., as is shown by the illustration of his bean warehouse given herewith.

Mr. Potter has been in business for thirty-five years and now has quite an extensive business at Fenton, the style of firm being Burdick Potter & Son, which consists of an elevator building, well equipped with modern machinery for handling grain.

Their brick warehouse, which is devoted to their bean business, contains 48 pickers. The picking room is large and well lighted. Power is supplied to the entire plant by a gasoline engine. Beans are conveyed from his elevator proper to the bean warehouse by machinery. Their coal yard and bins have an aggregate capacity of about 1,200 tons. Their hay warehouse has a capacity of over 200 tons.



Rear View of Burdick Potter's Plant at Fenton, Mich.

The buildings stand upon private ground, consisting of about four acres along the tracks of the D., G. H., & M. R. R. and a side track running between

to recover for a fire afterward, even tho the building be occupied at the time of the fire. Needless to say an appeal will be taken.

Clittie Griggs, a telephone girl employed by the Harroun Commission Co., in the exchange bldg. at Kansas City, has received a half-million dollar bequest from a cousin in Alaska. Her mail now is loaded down with love letters.

Canadian oatmeal millers have successfully appealed to the Dominion government to enforce the anti-dumping act, to prevent the manufacturers of the United States from selling their surplus in the Dominion at slaughter prices.

The Lovering bill, making the drawback on foreign wheat ground and exported, 100 per cent instead of 90 per cent, was favored at a recent meeting of the directors of the Millers National Federation at St. Louis. A majority of the millers present believed the Lovering bill would benefit all the mills along the Canadian border directly, and the mills in other states indirectly by removing one source of cheap wheat from the European miller.



Burdick Potter's Elevator at Fenton, Mich.

Grain Trade News

ARKANSAS.

Hardy, Ark.—J. N. Simpson has bot J. L. Dillard's grain business.

Argenta, Ark.—Considerable ear corn is being received at T. H. Bunch's new eltr., in carloads from western points. A warehouse is being built on one side of the eltr.

Hot Springs, Ark.—The plea of gambling did not avail G. A. Meyer, a customer of J. G. Lonsdale & Co., as a defense to the brokers' suit to recover \$10,000 lost on a purchase of cotton for Meyer's account. Plaintiff's attorney showed that Lonsdale & Co. were members of the Cotton Exchange and prepared at any time to deliver the cotton. The judge instructed the jury to find in favor of the brokers.

CALIFORNIA.

Oakdale, Cal.—The Oakdale Milling Co. incorporated, \$100,000 capital stock. The directors are, J. B. Frankenheimer, L. H. Frankenheimer, S. Frankenheimer and M. Menasses, all of Stockton, and A. B. Haslacher, of Oakdale.

CANADA.

Pilot Mound, Man.—Dow & Curry will build an eltr.

Rapid City, Man.—A Carss will engage in the grain business.

Okotoks, Alta.—A bonus is offered to anyone who will build a flour mill here.

Alameda, Assa.—The Farmers' Eltr. & Trading Co. has bot and will operate Knittle & Co's eltr.

Miami, Man.—A bonus of \$1,500 is offered to any company who will build and operate a flour mill.

Rosthern, Man.—The Farmers' Supply Co., Ltd., has bot the Western Eltr. Co's 30,000-bu. eltr. for \$5,000.

Fort William, Ont.—The new Empire Eltr. was formally opened Nov. 6, with the loading of the steamer Algonquin for Buffalo.

Fort William, Ont.—August Duprau, an employee at eltr. D., was killed, Oct. 23, by falling off a grain car while setting a brake.

Brandon, Man.—The A. Kelly Milling Co., Ltd., has bot of McConnell & Coombes their eltrs. at Bradwardine, Arrow Head and Hamiota.

Portage la Prairie, Man.—One of the trucks of a wheat train on the C. P. R. track broke down, Oct. 29, and spilled a large quantity of the grain.

Toronto, Ont.—The grain section of the Board of Trade, at a recent meeting, condemned the present method of selecting samples and establishing grades.

Wetaskiwin, Man.—The Rushton Lumber, Grain & Supply Co., Ltd., has been organized, to open branches in new towns along the line. They will commence business at Stony Creek.

Port Arthur, Ont.—The strike of the 50 employees of the C. N. R. eltrs. was settled by the company, under instructions from Supt. Brown, of Winnipeg, agree-

ing to pay their required rate of 25 cents per hour.

Russell, Man.—Grain dealers complain of the scarcity of cars in which to ship. Plowman & Atkinson have not been able to ship one bushel during October, and have had to buy back wheat sold on the exchange.

Vancouver, B. C.—A shipment of maize from Australia, which arrived recently, was found to be badly infested with weevil, and the provincial grain inspector had the entire consignment fumigated with carbon bisulfid.

The Manitoba Grain Export Co., Ltd., has been registered in England with a capital of £10,000 in £1 shares, to carry on in the United Kingdom, Canada, and the United States, or elsewhere, the business of exporters and importers of, and dealers in, wheat, oats, barley, etc. The subscribers reside at Rotherham and Bingley.

The number of licensed eltr. and warehouses in the Manitoba grain inspection district is officially reported as 822, with a total capacity of 41,186,000 bus.; compared with 682, with a capacity of 30,356,000 bus. in the preceding year. The increase in the number of eltrs. was 178 and the decrease in the number of warehouses 18.

The Canadian Pacific Railway has appointed 4 inspectors to visit different parts of its line to note any shortage in the car supply, so that cars can be distributed promptly where needed. During September and October this year 5,563 cars of grain have been loaded on its lines, compared with 4,508 cars during the same period last year.

Port Arthur, Ont.—The handling of tough wheat at the Canadian Northern drying plant is expensive, and grain dealers should not buy the damp grain of the farmer without allowing a liberal margin. On one car recently the cleaning and drying cost \$19.47; and the shrinkage in weight was 64 bus., on which the freight was \$4.66, a total of \$76 loss.

Toronto, Ont.—The firm of L. Coffee & Co., grain dealers and exporters, has been dissolved. Thomas Flynn, senior partner, under the old firm name, retains the Ontario grain business and has taken over the company's buying points throughout the country. J. L. Coffee and A. R. Hargraff have formed a partnership under the firm name of Coffee & Hargraff. John Melady, junior partner, will continue in the export business under the name of Melady & Co.

Is it not about time for the Government to take steps to remove the disabilities under which our grain merchants labor? Owing to the irritation experienced by the grain men through the undue interference of the department of Trade and Commerce, which has become almost intolerable, the delay in preparing standards, which fact has militated most seriously against the interests of grain dealers and shippers, as well as the dissatisfaction caused by our grain inspection, many of our grain merchants have come to the conclusion that the formation

of a grain inspection system by the Corn Exchange Association and Board of Trade of Montreal, would give much greater satisfaction to the grain dealers of Canada and Europe, than the present system.—Montreal Trade Bulletin.

CHICAGO.

The United States Broom Co. has been dissolved.

The Pacey-Day Grain Co. has discontinued business.

Memberships in the Board of Trade are selling at \$3,350.

All the prizes for feed barley for export at the St. Louis fair were won by the J. Rosenbaum Grain Co.

Edward Lull Gaylord, a member of the Board of Trade for more than 20 years, died at his home at Midlothian, Ill., Oct. 31.

Details of the intermarket agreement between cash grain handlers of Chicago and New York are published elsewhere in this number.

The City Eltr. and the Galena Eltr. have been declared irregular by the directors of the Board of Trade, at the request of Bryant & Co., who operate the houses.

James R. Wilson has been indicted on the charge of operating a wildcat insurance company. Others under arrest are E. A. Shanklin, S. W. Jacobs and Chas. J. Russell.

John Dickinson, who has sued the Board of Trade for \$200,000 in consequence of his expulsion two years ago, has offered to withdraw the suit if given another chance as a member.

The Illinois Trust and Savings Bank has been appointed conservator of the estate of Daniel W. Trotter, former secy. of the American Linseed Oil Co. The estate is valued at \$150,000. Mr. Trotter is insane.

Neither W. R. Beatty, or Jno. A. Costello have stock in the Lippert Company, altho they were among the incorporators, and neither is connected with the company. Jos. J. Lippert is secretary and treasurer.

R. W. Rathborne, flour inspector for the Board of Trade for forty years, has tendered his resignation to the directors. Mr. Rathborne's recent poor health is said to be the reason for his giving up his work. He is 88 years of age.

Wm. R. Beatty, who for a number of years, has been active in the cash grain trade, before his departure to New Orleans was presented with a diamond set fob by his friends of the board, H. B. Slaughter making the presentation speech.

Bernard Curtis, an old Board of Trade member, who has been in the grain business for over 35 years, died Oct. 30, at Burlington, Wis. He was the active partner for many years in the firm of King & Curtis, and later B. Curtis & Co.

Henry B. Smith, the absconding flour broker, had other reasons besides his losses in wheat options, for going into hiding. He changed the dates on old bills of lading and thereby obtained \$15,000 from the First National Bank, which threatens to prosecute him if he can be found.

In the suit of Crawford & Valentine against John E. Burke, in which the latter claimed the brokers had converted the stock, the Supreme Court of the

United States, on Nov. 7, decided in favor of the brokers, reversing the decision of the Illinois court, which had refused to consider the firm's plea of a discharge in bankruptcy.

C. E. Erby, trustee of the business of Henry B. Smith, the absconding flour broker, by his attorney, S. W. Hamblen, has brot suit against 29 Board of Trade firms, under the gambling statute, to recover 3 times the amount alleged to have been lost by Smith in option deals. Nearly all leading firms are included in the list of defendants. It is believed that Smith's trustee has made a mistake in bringing these suits, as the Illinois statute applies to gambling and not to speculation. To recover anything it will be necessary for attorney Hamblen to prove that Board of Trade transactions are gambling. Board members laugh at the suit. Besides, the Illinois statute, provides that the suit shall be brot by disinterested parties; and the trustee would seem to be an interested party, therefore the case should be summarily thrown out of court.

The Grain Shippers Protective Assn., has recently made a ten strike, in ferretting out a buyer of grain stolen from cars on the C. & A. R. R. John P. Guhl keeps a saloon at 3256 Archer Ave. Next door he runs a feed store. Thru the efforts of Officer McNerney of the C. & A., Eddie Hogan, Rudolph Bhavke, Robert Gray and Robert Starr were arrested for stealing grain from Alton cars. Guhl was brought into court, ostensibly to identify the boys from whom he bought grain. After his testimony had been taken, Judge Mack severely reprimanded him, telling him that by such action he was encouraging children to steal. Judge Mack, who is as fearless as he is fair-minded, without further ado held Mr. Guhl to the Grand Jury on a bench warrant for \$1,000 bail; and several of the boys were sent to the John Worthy School. If juvenile cases had long since been turned over to a Judge willing to punish boys caught stealing, shortage arising from such cases would have long since been reduced to a minimum.

Members of Board of Trade operating branch offices in Coles County, Ill., have been indicted on the charge of violating the Illinois anti-bucket shop law, and have been summoned to appear at the October term of the circuit court at Charleston. Sheriff N. M. Baird, of Coles County, requested Sheriff Barrett, of Cook County, to find the accused brokers, which he had no difficulty in doing. A few years ago, when Tom Barrett was a director of the Board, and a heavy trader in wheat, who would have thought it would ever be a part of his duty to place his fellow members of the Board under arrest? Those under indictment are Robert Pringle, T. W. Browning, S. L. Lamson, S. S. Date, L. J. Lamson and W. H. Laidley; all but the latter, when informed of the proceedings against them, went to the sheriff's office and gave bonds. This case appears to be exactly similar to the indictment of the Weare Commission Co.'s members by the authorities of Bureau County, for operating private wire offices at Princeton, Ill., which was contested in all the courts by the Weares, assisted by the attorney of the Board of Trade, until the Supreme Court of the state decided against the Board, as fully reported in the Grain Dealers Journal of Aug. 25, page 231. The Illinois law on which the prosecu-

tion is based is 1 Starr. & C. Ann. St., 1896, c. 38, par. 262. Unfortunately, the wording of the law is such that the judges are prevented from distinguishing between fraudulent bucket-shop deals and legitimate Board of Trade transactions. The outlook for the present defendants is dark. It is evident that the law should be amended to exempt from its provisions legitimate commission merchants who are prepared to make actual delivery of grain sold at the maturity of contracts.

COLORADO

Pueblo, Colo.—E. R. Quilitch will build a 40,000-bu. eltr., a warehouse and chop mill.

IDAHO.

Idaho Falls, Ida.—Lundgren & McMullen have engaged in the grain business.

ILLINOIS

West Ridge, Ill.—Staley & Hitch have bot the Farmers' Eltr.

Chesterville, Ill.—Dare & Layton have bot W. O. Moyer's eltr.

Maroa, Ill.—M. R. Ailsup & Co's 60,000-bu. eltr. is almost completed.

Keensburg, Ill.—Shultz & Rosenberger's eltr. is nearly completed.

Loami, Ill.—S. P. Campbell has sold his eltr. to M. Murphy, of Bates.

Peoria, Ill.—Grain dealers of central Illinois held a meeting at the hotel Fey, Oct. 25.

Ransom, Ill.—W. B. Cummins has ordered a new Hall Automatic Non-Chokable Boot for his eltr.

Lafayette, Ill.—Mr. Cox, of Wyoming, has bot the west eltr. and has placed Allen Atherton in charge.

Decatur, Ill.—Ennis & Evans have bot Snell & Rayford's eltrs. at Moweaqua and Radford, for \$25,000.

Leroy, Ill.—The Zorn Grain Co. has appointed Henry Walsh, of Bloomington, as mgr. at this station.

Henton, Ill.—The Shelbyville Grain & Eltr. Co. is building eltrs. on the C. & E. I. branch line from Findlay to Pana.

Edwardsville, Ill.—Dippold Bros. have built a warehouse to be used in connection with their eltr. and feed mill.

Blue Mound, Ill.—The National Eltr. is building an addition to its eltr. to be 300 ft. long and 24 ft. high to the square.

Perdueville, Ill.—The directors of the Patton Township Eltr. Co. have appointed Ed. Grunsted as their manager.

Minonk, Ill.—J. A. Simpson's eltr. is about completed; 100,000 bus. will be its capacity, and the cost will be about \$16,000.

Springfield, Ill.—The Farmers' Grain Dealers Assn. held its annual meeting, Oct. 31 and Nov. 1. About 150 persons were present.

Cropsey, Ill.—C. H. Pratt has succeeded R. Compton as agent for the Rogers Grain Co. He also handles coal and building brick.

Latham, Ill.—The Farmers' Grain Co. incorporated, \$10,000 capital stock. Incorporators, Roy F. Carter, Geo. H. Leibrock, August Wiegner.

Edwardsville, Ill.—Hunter Bros. have begun operating their new flour mill, which is a four-story brick building with an eltr. and two warehouses.

Cowden, Ill.—S. S. Scovil & Co. have succeeded Brownback & Scovil. The firm is the same, and it will continue to operate the eltr. at Lakewood.

Assumption, Ill.—The Lacharite-Jacobs Grain & Lumber Co., successors to Webb & Brule, has extensively repaired and put its eltr. in first-class condition.

Ficklin, Ill.—Tom Abrams has bot the interest of Mr. Collins in the firm of Collins & Co., and will continue the business in his own name. Mail Tuscola.

Maroa, Ill.—The Maroa Eltr. Co's plant is completed. The eltr. is now thoroly remodeled and enlarged, with new equipment and machinery throughout.

Cora, Ill.—The eltr. and station on the C. P. & St. L., with other property, was burned Oct. 24, causing a loss of \$10,000. The fire is supposed to have been the work of tramps.

Stanford, Ill.—O. S. Skinner has bot J. A. Harrison's interest in the Brooks-Harrison Co's eltrs. at Stanford, Elwood and Dwight. The eltrs. at Stanford will be under his charge.

Rosemond, Ill.—Martin R. Corbett, of Pana, has bot A. B. Smith's eltr., 2 warehouses, cribs and other property, for \$8,000. Mr. Smith will enter the grain business in Cincinnati.

East St. Louis, Ill.—The Illinois Feed Mills incorporated, with \$25,000 capital stock, to manufacture feed. Incorporators, Wm. H. Danforth, Geo. R. Robinson and W. K. Woods.

Hallsville, Ill.—The Williams Grain Co. is a new firm, consisting of J. H. Williams, F. B. Williams and J. S. Williams, with main office at Clinton, where it will build another eltr.

Morton, Ill.—The Farmers' Assn Grain Eltr., with 7,000 bus. of oats, was burned Oct. 31. The loss on the building is \$7,000, and on the contents, \$3,000. Insurance, \$7,000; all in stock companies.

Hegewisch, Ill.—The Tri-State Grain Co. has sold all the grain in the Hawkeye Eltr. to the Hammond Eltr. Co. It is said that when the grain is delivered the Hawkeye Co. will go out of business.

Bement, Ill.—M. C. Camp & Co. have succeeded J. M. Camp in the grain, coal and salt business. J. M. Camp will continue in the grain and stock business at Ivesdale. L. Z. Camp is the new member of the firm.

Ransom, Ill.—The Ransom Farmers' Eltr. Co. will build a 60,000-bu. oat annex to its eltr. to cost \$6,000. The Younglove & Boggess Co. has the contract, and will install two Hall Signaling Grain Distributers.

Paxton, Ill.—E. D. Risser formerly of Ludlow, has bot R. G. Risser's two eltrs. on the L. E. & W. A new eltr. will be built on the site of one of the houses which has been torn down, and the other house will be remodeled later.

Rock Falls, Ill.—Fred Davison and Joseph Sprinkel, who have leased the Rock Falls Eltr., have taken charge of their new business. They have made a number of improvements on the eltr. and have installed a gasoline engine.

Findlay, Ill.—The Findlay Grain & Coal Co's eltr., with 10,000 bus. of oats and 1,000 bus. of corn, and 2 cars loaded for shipment, was burned Oct. 29. The loss is about \$8,000, covered by insurance. A new eltr. will at once be built. The

company has offered \$500 reward for the incendiary.

Monroe, Ill.—The Monroe Mill Co. incorporated, \$6,000 capital stock, to do general milling and deal in grain, feed and live stock. Incorporators, W. R. Humphrey, M. E. Wolf and Beni. Wolf. S. C. McKay, principal stockholder.

Ottawa, Ill.—The Dunaway-Ruckrigel Grain Co., incorporated, with \$33,000 capital stock. The officers are J. N. Dunaway, pres.; Geo. Dunaway, sec.; John L. Barnard, treas. The new corporation will continue to operate the line of eltrs. and is making improvements.

Sidney, Ill.—The stockholders of the Sidney Farmers' Eltr. Co., held a meeting recently and increased the penalty for selling grain to others from $\frac{1}{4}$ to $\frac{1}{2}$ cent per bus. It seems that the company has not been receiving market information and bids as wanted, hence decided to change its name to the Sidney Grain Co.

Frankfort Station, Ill.—H. J. McDonald, formerly in the grain business here, and President of the Northern Illinois Grain Dealers Assn, and director of the state assn, is now head of the firm of McDonald, Holbrook & Conroy, Chicago, and will be pleased to supply all his old-time friends in the trade with an annuity.

Chatsworth, Ill.—One mild case of chicken pox here gave some of our neighbors an opportunity to scare all the farmers and traveling men into giving our town a wide berth. Their efforts to have the town quarantined failed, and the force of their misrepresentation will react upon them. However, we are receiving grain and the farmers have recovered from their fright.—A. F.

Peoria, Ill.—Receipts at Peoria during the month of Oct., 1904, as reported by R. C. Grier, secy. of the Peoria Board of Trade, were: 84,800 bus. wheat; 1,616,000 bus. corn; 1,097,200 bus. oats; 32,800 bus. rye; 511,700 bus. barley; 945 tons mill feed; 300,000 lbs. seeds; 420,000 lbs. broom corn, and 6,620 tons hay; compared with 124,800 bus. wheat; 1,601,000 bus. corn; 1,034,200 bus. oats; 16,800 bus. rye; 383,050 bus. barley; 937 tons mill feed; 480,000 lbs. seed; 120,000 lbs. broom corn, and 5,960 tons hay during Sept., 1903. Shipments for Oct., 1904, amounted to 76,900 bus. wheat; 291,600 bus. corn; 1,324,800 bus. oats; 9,800 bus. rye; 302,800 bus. barley; 4,649 tons mill feed; 90,000 lbs. seeds; 536,000 lbs. broom corn; and 880 tons hay; compared with 80,800 bus. wheat; 435,000 bus. corn; 900,600 bus. oats; 4,050 bus. rye; 233,000 bus. barley; 4,675 tons mill feed; 210,000 lbs. seeds; 255,000 lbs. broom corn; 1,280 tons hay during Oct., 1903.

INDIANA.

Argos, Ind.—Isaac Reed has been succeeded by Isaac Reed & Son.

Burney, Ind.—W. C. Galbraith & Bro. have bot eltr. of Elliott & Evans.

Attica, Ind.—F. S. Davis has bot Martin & Son's eltr. at Rileysburg and Foster, for \$10,000.

Indianapolis, Ind.—C. B. Helm has severed his connection with the Indianapolis Grain Co.

Cambridge City, Ind.—The E. A. Grubbs Grain Co., whose eltr. was burned Oct. 19, has decided to rebuild.

North Grove, Ind.—A scoop shovel is trying to make trouble. The only regular dealers at this station are Ross Bros.

Hamlet, Ind.—The United States Grain Co. will build a 12,000-bu. eltr., and has let the contract to Olson, Engh & Co.

Adams, Ind.—A. Boling has leased his eltr. to the Toledo Eltr. Co., on whose account he will operate it for one year.

Monon, Ind.—Jacob Myers Eltr. Co. is operating the 10,000-bu. eltr. on the Monon route formerly operated by Babcock & Hopkins, of Francesville.

Shelbyville, Ind.—The Nading Grain & Mill Co's plant was burned Nov. 1. The loss is about \$45,000 with \$29,000 insurance. The fire started in the engine room.

Indianapolis, Ind.—The grain committee has submitted a resolution to the directors of the Board of Trade, providing that all weighers shall make application to and be appointed by the grain committee, and that weighers shall be required to give bond.

IOWA.

Royal, Ia.—A Farmers' eltr. will be built.

Osage, Ia.—The Western Eltr. Co. is building a coal shed.

Blencoe, Ia.—The Nye-Schneider-Fowler Co. is enlarging its eltr.

Radcliff, Ia.—The Wesley Eltr. Co. has bot Himmel Bros.' coal business.

Orient, Ia.—W. H. Fluke has bot the grain business of H. B. Farquahr.

Grimes, Ia.—W. H. Hubbard has been engaged as manager of the Atlas Grain Co.

Rockwell, Ia.—The farmers co-operative grain companies held a meeting, Nov. 3.

Victor, Ia.—Geo. W. Wheeler, Guernsey, has bot Groff & Son's grain and coal business.

Goldfield, Ia.—D. C. Keith has succeeded S. A. Bolks as agt. for the Northern Grain Co.

Dumont, Ia.—The Farmers' Co-operative Eltr. Corporation has embarked in business here.

Hancock, Ia.—The Des Moines Eltr. Co. has started its new eltr. with Mr. Lake in charge.

Castana, Ia.—The Trans-Mississippi Grain Co. will build an eltr. having a capacity of 20,000 bus.

Davenport, Ia.—Geo. A. Koester, Jr., has bot R. J. Toher's grain, commission and brokerage business.

Glenwood, Ia.—Fay Wright has let the contract to J. F. Younglove for building an eltr. and corn shelling plant.

Bedford, Ia.—C. O. Drescher has repurchased the grain business which he sold some time ago to Roy Hardenbrook.

Des Moines, Ia.—It is said that Jas. H. Windsor contemplates buying the eltrs. formerly operated by Chas. Counselman & Co.

New Sharon, Ia.—A. W. Augspurger's eltr. will be equipped with gasoline engine, shelling and other machinery by J. F. Younglove.

Sac City, Ia.—Mr. Gray has resigned his position as mgr. of the Neola Eltr. in Mason City and will take charge of the eltr. here.

Eagle Grove, Ia.—The Nye-Schneider-Fowler Co. is having its storage capacity increased and new equipment put in by J. F. Younglove.

The fire hazard on planing mills, creameries and barns is much greater than on grain eltrs., but eltr. men placing their insurance in fire insurance companies making a specialty of such risks must pay frequent assessments to meet the losses.

Prescott, Ia.—Geo. A. Stibbens, secy. of the Grain Dealers National Assn., has purchased the 12,000-bu. eltr. of G. L. Currier, who has retired from the grain business. Mr. Stibbens took possession Oct. 25. The eltr. will be operated by his son Walter. His many friends in the trade will be pleased to learn that the young man has fully recovered from his long illness and will again engage in business.

KANSAS.

Florence, Kan.—Paul Schriver is building an eltr.

Windom, Kan.—The Farmers Co-operative Assn. has built an eltr.

Dorrance, Kan.—Farmers' Eltr. Co. incorporated, \$5,000 capital stock.

Otis, Kan.—John Creed, who is retiring from business, has sold his eltr. to Geo. Brack.

Lorraine, Kan.—The Lorraine Grain & Fuel Co. has been incorporated with \$6,000 capital stock.

Gypsum, Kan.—Wm. Teichgraeber will build a number of eltrs. to be ready for the next crop.

Marysville, Kan.—Members of the Kansas Grain Dealers Assn. held a meeting Nov. 4 at Marysville.

Wichita, Kan.—C. B. Gaunt has bot the Bennett Commission Co.'s interest in the Bennett Grain Co.

Athol, Kan.—Mr. Young will move the Home Grain Co.'s eltr., bot by him some time ago, to his farm.

Home City, Kan.—E. N. Bailey & Co. have succeeded Berry & Sons. The "Co." is the governor of Kansas.

Kansas City, Kan.—A. Weston & Co. have completed their 35,000-bu. eltr., in connection with which they have an 80 x 100 ft. warehouse.

New Salem, Kan.—J. J. Stevens of Dalton has opened an office here under the firm name of Stevens & Son. They have succeeded J. W. Ehmler.

Wichita, Kan.—E. M. Flickinger, formerly mgr. of the Kingfisher Mill & Eltr. Co. of Kingfisher, Okla., has been appointed mgr. of the Wichita Mill & Eltr. Co.

Huscher, Kan.—Bossemyer Bros. new eltr. when completed, will have a capacity of 18,000 bus. and will be equipped with a Western Sheller and Cleaner and a Howe Hopper Scale.

Leavenworth, Kan.—J. W. S. Taylor has taken charge of, and is remodeling the Ryan Eltr. and will operate an eltr. and corn mill under the name of the Taylor Corn Mill & Eltr. Co.

Jamestown, Kan.—Gifford Bros. have sold their lease of the Montgomery Eltr.; and J. W. Gifford has accepted a position as mgr. for the Jamestown Co-operative Grain, Milling, Live Stock & Mercantile Assn.

Manhattan, Kan.—The State College is experimenting with a view to developing a variety of winter barley that will endure the ordinary Kansas winter. The college is also looking for a variety of durum

wheat that will resist cold as well as drought.

KENTUCKY

Louisville, Ky.—Ballard & Ballard, who recently bot 1,000,000 bus. of Oregon wheat of the J. Rosenbaum Grain Co. in one transaction, have just bot an additional 200,000 bus., at a price considerably above \$1 per bu. The freight rate from the point of shipment is 38 cents. Other millers in the southeast have bot largely of the same wheat.

LOUISIANA.

New Orleans, La.—The J. Rosenbaum Grain Co. is fitting up offices in the Hibernia Bank bldg., where its New Orleans business will be in charge of F. P. Breckinridge.

New Orleans, La.—The Harris, Scotten Co. is fitting up offices in the Hibernia Bank bldg., where its New Orleans business will be in charge of F. P. Breckinridge.

New Orleans, La.—Chas. E. Williams of the Franklin Milling Co., of Franklin, O., will build a \$100,000 mill to have a capacity of 500 lbs. a day either of flour, or meal and grits, and an eltr. with a 150,000 bus. capacity, to be ready for operation Jan. 1.

MARYLAND

Baltimore, Md.—The Central Eltr. Co. will reopen eltr. No. 1 which has been thoroly overhauled and repaired.

Baltimore, Md.—The corner stone of the new Chamber of Commerce building was laid Nov. 5 with appropriate ceremonies.

Baltimore, Md.—The first carload of new western corn to reach this market this season was received by Lederer Bros. on Oct. 26.

Baltimore, Md.—The Thomas Leishear Co. incorporated to conduct a grain commission business, \$5,000 capital stock. Incorporators, Thos. Leishear, Blanchard Randall, Geo. S. Jackson, Eugene Blackford, Jr., and Joseph G. Reynolds. The new firm succeeded Thos. Leishear & Co. who have been in business for many years.

Baltimore, Md.—Horatio Ross Riddle, formerly a grain merchant of Baltimore, died Oct. 29 at Charlestown, W. Va., at the age of 93 years. Mr. Riddle was an old member of the Corn & Flour Exchange and Chamber of Commerce, and was for a number of years a partner of the late Frank Fisher. He retired from business about 15 years ago.

BALTIMORE LETTER.

Receipts of corn from nearby sections are increasing daily and the quality is as good as was indicated by the first receipts. There is very little that grades under contract. Receipts of new western corn have not been as free as expected, but that which has arrived is of excellent quality, and a good export business is regarded as certain provided inland freight rates are not advanced to a prohibitive point, hence the great effort of our grain dealers in opposition to the proposed advance in freight rates on December 5th as announced by the Central Freight Association.

The exportation of a small lot of oats the past week encouraged the trade to hope for a continuance of this demand. The business however was only worked because the steamship company has un-

filled cargo space and named an ocean rate lower than that which would be ordinarily considered profitable to the ocean carrier. This small business, however, indicates that markets are not very far out of line and values will not have to change very materially before markets will be on a workable basis, which is necessary for the disposition of our large crop of oats.

The recent action of the Central Freight Association in advancing rates effective Dec. 5th on grain and grain products $1\frac{1}{2}$ to $2\frac{1}{2}$ per 100 lbs. on basis of Chicago to New York, all other points being correspondingly increased, has been met with strong opposition by the grain trade of Baltimore, and other seaboard cities are also in opposition to it. At a special meeting of the Baltimore Chamber of Commerce called to consider this unwarranted advance an earnest protest was made and a committee consisting of Louis Muller, Charles England and J. Collin Vincent was appointed with authority to act for the Chamber of Commerce in the most vigorous manner. The fact that grain rates to the Gulf remain as heretofore makes the proposed advance a discrimination in favor of the Gulf ports and it does not seem reasonable that the eastern railway lines should agree to such an arrangement, hence it is regarded that there will not be very strong opposition on the part of eastern traffic managers to a maintenance of the old rates and parity.

—B. M.

MICHIGAN.

Hillsdale, Mich.—F. W. Stock & Sons will build a large steel and concrete eltr.

Allegan, Mich.—Milton Griffith has bot Albert Lockhart's grain and feed business.

Detroit, Mich.—The malt house of H. W. Rickel & Co. was damaged by fire Nov. 7. Loss, \$40,000; partial insurance.

Lansing, Mich.—J. P. Thoman is building an eltr. to be 49 x 110 ft. and 4 stories high, located on the Lake Shore railroad.

St. Johns, Mich.—R. W. Stone of Alto, and R. G. Bergin of Lowell, have bot J. S. Osgood's eltr., and will engage in the hay and grain business.

Traverse City, Mich.—A. B. Cook and Thomas Young have formed a partnership and will conduct a wholesale and retail hay, feed and grain business.

Davisburg, Mich.—Stiles Bros. have bot the grain business and storehouse of W. L. Walls, who has retired after 40 years in the grain trade at Davisburg.

Detroit, Mich.—Carson, Craig & Co. have moved from the 6th to the 3d floor of the Chamber of Commerce, next to the Board of Trade room, where they have elegant quarters, and are prepared to fill orders for either the Chicago Board of Trade or the New York Stock Exchange.

MINNEAPOLIS

The Soo Pacific Eltr. Co. incorporated, \$100,000 capital stock. The incorporators are F. I. Mason, E. W. Dezotell and C. J. Charleston.

F. B. Wood's case against the Chamber of Commerce has been taken under advisement by Judge Elliott. The question involved is the posting of continuous Chicago quotations.

The Palisade Mill is to be bonded by the Pillsbury-Washburn Flour Mills Co., to grind Canadian wheat into flour for

export. One-half of the Minneapolis Union Eltr. will be bonded to handle the grain. The Washburn-Crosby Co. also has purchased nearly 1,000,000 bus. of wheat at Winnipeg, to be ground in the B Mill.

MINNESOTA.

Hallock, Minn.—The Jacobi Eltr. Co. is building a coal shed.

Center City, Minn.—Frank Lorens' eltr. will soon be ready for business.

Appleton, Minn.—The Interstate Grain Co. is building a 20,000 bu. eltr.

Northrop, Minn.—A movement is on foot to have a farmers eltr. built.

Boyd, Minn.—Gust Halvorson has completed and opened his new grain eltr.

Hawley, Minn.—The Dakota Eltr. Co. will handle coal and is building a shed.

Halloway, Minn.—The Interstate Grain Co. will build a large addition to the eltr.

Stephen, Minn.—W. L. Edmunds will take charge of the Duluth Eltr. Co.'s eltr.

Austin, Minn.—E. T. Bemis has taken the management of M. B. O'Halloran's eltr.

Girard, Minn.—The Duluth Eltr. Co. has appointed John Parry as its manager.

Middle River, Minn.—Hanson & Barzon of Thief River are building an eltr. here.

Sandridge, Minn.—Oscar Hanson has been appointed mgr. of Hanson & Barzen's eltr.

Erskine, Minn.—The Minneapolis & Northern Eltr. will be moved over to the Soo road.

Winnipeg Junction, Minn.—The Dakota Eltr. Co. is building a coal shed in connection with its eltr.

Ellendale, Minn.—The Farmers Eltr. Co. will build a solid stone foundation for the dump scales.

Milaca, Minn.—The New London Milling Co.'s eltr. is almost complete. Martin Sorenson is the new agent.

Savage, Minn.—The Stewart Co. will build a modern eltr. and a feed mill on the site of the old grain eltr.

McIntosh, Minn.—Albert Hole has been appointed wheat buyer for the Imperial Eltr. Co. on the new Soo line.

Redwood Falls, Minn.—The Farmers Eltr. Co. has bot the eltr. and coal sheds of Schmid & Anderson, of Springfield.

Twin Valley, Minn.—The Great Western Eltr. Co.'s eltr. has been closed. Mr. Hegg will take charge of the company's eltr. at Dazy.

Parkers Prairie, Minn.—Olaf Holmgren, eltr. agt., was bound over to the grand jury at Fergus Falls on charge of embezzlement.

Duluth, Minn.—The Board of Trade voted unanimously Oct. 25 to change the commission on wheat from 1 cent to 1 cent per bu.

Melby, Minn.—The Interstate Eltr. of which A. G. Johnson is agent, has been remodeled and converted into an up-to-date grain house.

Howard Lake, Minn.—The Howard Lake Milling Co. incorporated with \$25,000 capital stock, to do a general grain and milling business.

Milroy, Minn.—The eltr. and grain house of Nelson Bros. was burned Oct.

25. Loss \$10,000. Insurance on the grain \$3,000, and on the building \$2,500.

Bird Island, Minn.—Chas. Hilsberg has given up his intention of building an eltr. here this fall on account of the season being so far advanced, and has removed to Canada.

Heron Lake, Minn.—The Benson and the St. John Grain Co.s. have commenced rebuilding their eltrs. which were burned recently, and expect to be ready for business in about a month.

Duluth, Minn.—A judgment has been rendered J. A. Stephenson against McCarthy Bros. for \$5,430 on a note originally given McCarthy Bros. by the Neilsville Farmers' Eltr. Co.

MISSOURI.

Kirkville, Mo.—J. M. Kennedy is closing out his grain and implement business.

St. Joseph, Mo.—Arrangements are being made to rebuild the burned South Park Eltr.

De Kalb, Mo.—A. L. Jones has sold his eltr. to the Northrup Grain & Eltr. Co. of Platte City, who will enlarge and improve it.

Kansas City, Mo.—The new Burlington eltr. being built by the Barnett & Record Co. at Harlem is almost completed and will have a capacity of 1,000,000 bus.

Kansas City, Mo.—R. R. Clark of the Davis Milling Co., St. Joseph, has bot the membership of W. H. Harroun in the Board of Trade. A. L. Harroun has leased the two eltrs. at Kansas City and will operate the houses for the benefit of the creditors.

St. Joseph, Mo.—Creditors of W. H. Harroun made a contract with him Oct. 26 by which he will come into control of his grain business. They will try to secure a suspension of the prosecution on the charges of forgery. Mr. Harroun expects to pay every cent that he owes.

Kansas City, Mo.—The National Bank of Commerce has made application for an order restraining the Board of Trade from permitting the transfer of a certificate of membership owned by Jos. Bookwalter on account of a judgment for \$2,700 against Bookwalter alleged to be held by the bank. This is the first suit of the kind ever instituted though the membership certificates have been used for collateral for loans.

St. Joseph, Mo.—Creditors of W. H. Harroun have declared a dividend of 20 per cent out of the \$100,000 cash on hand, leaving several thousand dollars with which to continue the business. Harroun's friends have put up \$50,000. Two of the creditors were not parties to the settlement, the Mercantile National Bank of New York and the Corn Exchange Bank of Chicago. The New York bank is still investigating Harroun's affairs to determine whether it will be more lucrative to accept the settlement or to institute proceedings in bankruptcy. One-fifth of the unsecured claims, amounting to \$370,000, were paid Nov. 4. Mr. Harroun is arranging to reopen the eltr. at Elwood.

NEBRASKA.

Thayer, Neb.—The Farmers' Grain Assn. has been dissolved.

Brock, Neb.—The Bartling Grain Co. is having the eltr. repaired.

Hampton, Neb.—H. O. Barber & Sons have bot J. Cox's grain business.

Randolph, Neb.—Myron Whitney and others contemplate building an eltr.

Sutton, Neb.—Geo. Weber & Son will build a 20,000 bu. steel storage tank.

Bee, Neb.—The National Farmers Exchange has bot Nelson & Ketel's eltr.

Edgar, Neb.—J. H. Rope has sold his grain business and has located in Hastings.

Elgin, Neb.—The Elgin Eltr. Co. has increased its capital stock from \$10,000 to \$30,000.

Bancroft, Neb.—The Peavy Eltr. Co. has installed a 9-h. p. gasoline engine in their eltr.

Ceresco, Neb.—The eltr. being built by Mr. Roberts of Arlington will soon be completed.

Belden, Neb.—A grain eltr. will be built on the Great Northern at a point between Belden and Randolph, where it is expected a new town will be started.

Adams, Neb.—The business men here have raised \$3,000 of the \$10,000 which they desire to for the erection of an eltr. to be owned and operated by a stock company.

Virginia, Neb.—The Supreme Court has overruled the demurrer of the Kansas City & Northwestern Ry. to the petition of the Farmers Eltr. Co. for a side track, and has given the railroad company 30 days in which to answer.

The verdict of the voters of Nebraska Nov. 8 shows that they believed not one word of the falsehoods that have been uttered in certain newspapers regarding an alleged "grain trust" that exists only in the imaginations of the writers.

South Bend, Neb.—The Farmers Co-operative Grain Assn. has brot suit against L. R. Cottrell of Omaha for \$357.13. The plaintiff it is alleged, consigned corn to the defendant to the amount sued for, in addition to the commission to which he was entitled.

Omaha, Neb.—The Independent Eltr. Co. has been incorporated, with \$400,000 capital stock, for the purpose of building a 1,000,000 bu. modern steel eltr. to be built on the ground of the Grain Terminal Co. The company was formed at the instigation of A. B. Stickney, and it is proposed to have the building completed by April 1, 1905. The incorporators are G. W. Wattles, Frank Murphy, Guy C. Barton, A. L. Reed, Edward E. Bruce and Frank E. Kirkendall.

NEW ENGLAND

Hartford, Conn.—Henry A. Bugbee, wholesale grain and flour dealer, will build a brick eltr.

Dorchester, Mass.—Robert S. Gubbins, for many years with Mark Shultis, one of Boston's largest grain dealers died Nov. 1. The funeral services were attended by members of the Boston Chamber of Commerce.

Bangor, Me.—The Maine Central Railroad has suspended the milling in transit privilege hitherto enjoyed by local grain dealers, and has suspended the special proportionate Brunswick arbitraries on grain to Maine Central points.

BOSTON LETTER.

The Warren liner Kansas is laid up at Liverpool, leaving three steamers to take

care of the company's business between Liverpool and this port.

Henry E. Mills, superintendent of the Grand Jct. grain elevators of the N. Y. C. & H. R. R. Co. at E. Boston, Mass., died very suddenly Oct. 24 of heart failure.

The week just closed showed but little improvement in the condition of the grain export business. Of the eight steamers to sail during the week for European ports only three carried grain in their cargoes and the total amount shipped was only 71,523 bushels of corn and barley.

The Teutonia will be the last sailing from this port to Rotterdam, the service having been abandoned on account of the extreme dullness in ocean freights. For months the steamers leaving here have been going out only partially loaded, and the loss to the steamship owners has been very heavy.

The celerity with which grain can be brought from the west to Boston and transferred to steamships at this port received a striking exemplification last week at the Hoosac Tunnel docks of the Boston & Maine railroad. A shipment of about 40,000 bus. of corn was loaded into cars from the eltrs. at Buffalo Monday afternoon, reached here on Wednesday afternoon and was run through the Hoosac Eltr. and into the hold of the Dutch steamship Teutonia for Rotterdam by Thursday morning.

That some of the other lines running to this port intend to reduce their tonnage, at least until there is some improvement in the present conditions, is shown by the action of the Leyland line in withdrawing the steamship Cestrian and sending her to New Orleans. The White Star line has split its Mediterranean service in two, sending two of its best steamers to New York. During the winter the White Star and Leyland lines will alternate with weekly sailings to Liverpool, which practically means that each line has dropped two sailings a month.—H. B.

NEW JERSEY.

Millville, N. J.—The Millville Flour & Grain Co. incorporated with \$100,000 capital stock. Incorporators, D. C. Lewis, G. H. Thomas and W. H. Bacon.

Camden, N. J.—The Republic Stock & Grain Co. incorporated with \$100,000 capital stock to deal in grain, stocks and bonds. Incorporators W. L. Blair, H. Hastings and H. A. Tucker.

Trenton, N. J.—The Calvert Milling & Mfg. Co. incorporated with \$50,000 capital stock, to manufacture and deal in grain and flour. Incorporators H. Y. Brady, A. H. Sibley, J. L. Conrad.

Camden, N. J.—The Youngs Stock Food Co. incorporated with \$60,000 capital stock, to purchase and sell grain and cereals. Incorporators Thos. D. Young, Wm. Alexander and J. F. Cotter.

NEW YORK.

New York, N. Y.—The intermarket agreement with Chicago shippers is given in another column of this issue.

Oswego, N. Y.—The Corn Products Co. has just started the rebuilt Kingsford mill which was burned about a year ago.

Honeoye Falls, N. Y.—Thos. R. Lewis & Co. of Rochester has bot Wm. Fay's bean eltr. and will engage in a general produce business.

Buffalo, N. Y.—An account of the collapse of the Ontario Eltr., and a fotograf of the ruins will be found in another column of this number.

Red Creek, N. Y.—The Red Creek Milling Co. incorporated with \$12,000 capital stock, to deal in grain and flour. Incorporators W. Hall, W. Bennett and F. M. Jones.

Buffalo, N. Y.—Having succeeded in his first suit Spencer Kellogg has brot a second suit for \$100,000 against the Western Elevating Co., and the railroads. The first suit was begun July 9, 1900; and the last suit brings his damages up to date.

Buffalo, N. Y.—Thos. Ryan, lessee of the Richmond Eltr., handled 3,287,000 bus. of grain this season, making about a million more than last year. The Kellogg Eltr., the only other house doing a canal business, handled 8,000,000 bus., which included many thousand bus. of flaxseed.

Buffalo, N. Y.—Levi Willard, a pioneer grain dealer, died at the Buffalo General Hospital Oct. 26. Mr. Willard was for many years engaged in the flour business with the late C. C. Curtiss, and during the past few years has been connected with the canal insurance department in the office of Worthington & Sill.

New York, N. Y.—The Produce Exchange of this city, with its spacious and costly quarters and its large membership, is facing not exactly a crisis in its history, but an exigency due to changed and changing business conditions, which seems to call for some prudent provision for its future. It is evident that its members are fully appreciating this and giving serious attention to plans for maintaining the vitality and usefulness of the exchange. As its name implies, it was organized to deal primarily with the produce of the land, and for years the volume of business in provisions and grain was large and active. Separate exchanges have grown up for wool, cotton, coffee, metals, at one time for petroleum and for transactions in shipping, while the Produce Exchange has been having so much to do with grain and provisions. These latter interests have not failed to increase with the growth of the country, but the manner of dealing with them has changed, so that the part taken in their transactions by New York brokers and commission men has diminished.—Journal of Commerce.

BUFFALO LETTER.

Old corn is running low and the inspectors say it is getting so dry that it breaks up badly and often cannot be graded properly on that account. No new corn here yet. Rail receipts are very light, but the inspectors are getting plenty of business out of the eltrs.

H. Taylor for about a dozen years manager of the Buffalo agency of the Northwestern Consolidated Mill Co. of Minneapolis, has resigned on account of poor health and gone to California. He is succeeded by J. S. Terry and T. S. Banks, long connected with the office, who will look after the finances and shipping interests separately.

No grain is in storage yet on the New York Produce Exchange plan and it may happen that none will be needed right away, but grain will be here in plenty through the winter for some purpose. It will be anything but an easy matter to get it to New York for any sort of delivery,

so that a delivery here is far better than any other plan of proceeding could be.

The complaint of too few eltrs. on the city side of Buffalo Creek, made sometime ago by one of the millers, will be emphasized by the fall of the Ontario Eltr., which, though used mainly for barley, was easily convertible into a wheat carrier if needed. Eltrs. located on the lake side of the creek are always rebuilt when destroyed; those on the city side seldom are.

The eltr. situation is not very satisfactory, as there are so many small lots of grain in them the available capacity is about all used. So far there has not been much waiting for room, but if a large movement of grain occurred much difficulty would be experienced. Cars are so short that it is impossible to move anything on time and this greatly aggravates the situation.

For about the first time in their history the harbor eltrs. are getting all the winter storage grain they want, so it may happen that they will make a little money after all. Very few of them have done so yet. The slow rail movement and the increasing uncertainty of the car supply make it necessary for shippers to hold at least a good part of their grain well towards the eastern seaboard if they are to fill orders promptly.

Charles B. Armstrong, head of the sterling and extensive insurance firm of C. B. Armstrong & Co., died on the 3d at the age of 71, being towards the close of his life mainly engaged in charitable work. The firm was always actively engaged in grain insurance business and has its office in the Board of Trade building. Mr. Armstrong was one of the sterling character members of society and a fine business man. He had been president of the Merchants' Exchange.

In the matter of the bankruptcy of the former firm of Heathfield & Washburn, grain and feed dealers, caused by the peculations of the late E. T. Washburn of tragic fame, a 5 per cent dividend was declared on the 2d. A queer claim has been set up for the \$1,978.83 owed the estate by the Whitney-Eckstein Seed Co. The firm stands ready to pay the debt, but Charles Van Patten of Vermont demands the money, stating that the transaction involving it was a deal with him in which Heathfield & Washburn were merely the agents, so he was made the defendant in the suit in place of the Whitney-Eckstein Co.—J. C.

NORTH DAKOTA.

Hazleton, N. D.—The Duluth Eltr. Co. will handle coal.

Hoople, N. D.—The State Eltr. Co. is building coal sheds.

New Salem, N. D.—The Lyon Eltr. Co. is building an eltr.

Buchanan, N. D.—The Monarch Eltr. Co. will handle coal.

Hazleton, N. D.—Matthews & Roop have dissolved partnership.

Doyon, N. D.—The Farmers Eltr. Co. has built a 50,000-bu. eltr.

Flora, N. D.—Edward Alfson of Brinsmade will build an eltr. here.

Ardoch, N. D.—The State Eltr. Co. has appointed C. W. Wood as its agent.

Kenmare, N. D.—I consider the Grain Dealers Journal the best investment that I ever made.—C. D. Pals.

York, N. D.—The business men have built a grain shed and have placed W. Flath, as an independent grain buyer, in charge.

Taft, N. D.—Isaac Honstain's new eltr. has been completed, and has been leased to the Duluth Eltr. Co., which has employed N. E. Acker as local agent.

Michigan City, N. D.—Oliver Knudson has sold his Michigan City and Petersburg eltrs. to the Imperial Eltr. Co. He will remain in charge of the former.

Kulm, N. D.—Two bins of L. J. Guthmuller's eltr., one containing wheat and the other flaxseed, gave way Nov. 1; and Mr. Guthmuller was forced to stop receiving grain until the bins could be rebuilt. Most of the spilled grain was saved.

Westhope, N. D.—E. L. Ramsey, a resident of Canada, was arrested by Deputy Marshall Stout, for smuggling wheat, and was held to the federal grand jury. Many of the Canadian farmers have been taking chances on bringing wheat to this country and several arrests have been made.

OHIO.

Selma, O.—R. G. Calbert succeeded G. W. Sellars Sept. 15.

Reesville, O.—Wm. Lewis has sold his eltr. to C. Rhonemus, of the Reesville Eltr.

Crestline, O.—The Crestline Milling Co. has sold its plant to the Farmers Milling Co.

Canal Winchester, O.—The Winchester Milling Co. will build a 10,000-bu. addition to its eltr.

Cincinnati, O.—W. H. Brown & Sons' eltr. was burned Oct. 18, causing a loss of \$75,000; fully covered by insurance.

Cleveland, O.—The bucket-shop of Nevins & Co. was raided by constables Nov. 5, on complaint of a victim who had been fleeced.

Columbus, O.—Claude Meeker, a local broker, made an assignment Oct. 31. His liabilities are placed at \$100,000 and his assets at \$30,000.

Arcanum, O.—C. F. Parks, who recently sold his eltr. to Burnett & Nismonger and accepted a position as postmaster, died Oct. 20 of paralysis.

Lima, O.—Geo. Klevorn, of Delphos, who is said to have stolen checks from Ireton Bros. & Eikenberry Grain Co.'s checkbook, has been bound over in \$500.

New Carlisle, O.—The two eltrs. of the late Oliver Sullivan have been leased, the one at Donnelsville to W. W. Morris and the other to D. F. Detrick. Both receive their mail here.

Circleville, O.—Ballard B. Yates and C. D. Hunsick have bot A. L. Alkire's eltr., and his interests in the Woodlyn Grain Co. They will continue business under the old firm name.

Oberlin, O.—The Oberlin Coal, Lumber & Milling Co. incorporated with \$40,000 capital stock. Incorporators, G. A. Persons, C. H. Snyder, V. L. Turning, G. W. Quinn and W. H. Obits.

Cincinnati, O.—J. C. Helner, formerly freight agt. of the Southern railway at Knoxville, has been appointed mgr. of the Southern Grain Co. to succeed A. B. Taylor, who goes to California.

Carrothers, O.—Friedley Bros. have bot the interests of P. Hipp in the firm of Buchman & Hipp. The style of the new firm is Buchman & Friedley Bros. and the

house will be run in connection with the Attica house of Friedley Bros.

Springfield, O.—The Ansted-Burk Milling Co., is bldg. three steel tanks of 25,000 bus. storage capacity each, about 30 feet from its old eltr. One eltr. leg is being built between the tanks, power being transmitted to the head from the old eltr. by ropes. The grain will be spouted from the old eltr. to the boot of the tank leg and re-elevated into the tanks as desired. Each of the tanks empty into the same boot so wheat will be elevated and spouted back to the old eltr. when needed for milling.

TOLEDO LETTER.

George B. McCabe is able to be on 'Change again after several weeks' illness.

The East Side Iron Eltr. Co. installed a new 150-h. p. engine at its plant last week.

During the month of October, 215,744 bus. of wheat were received at this port against 20,000 bus. shipped.

"I would not be surprised if wheat goes to \$1.50," said John Keller, of C. A. King & Co. "Good contract wheat is scarce."

The first car of new corn to be received on this market arrived Oct. 28 for the Toledo Eltr. Co. When thoroughly dried it will grade about No. 3.

The Toledo Salvage Co. received its first shipment of the new corn crop the first of the week. The corn is damp and would be unfit for storing in eltrs.; but the lot will be dried for milling. It is of the yellow variety and has no established grade.

"We will see considerable new corn moving to this market the last of the month," said Archie Gassaway, secretary of 'Change. "Corn is not sufficiently cured for storing in eltrs.; but by the last week of the month I believe we will be receiving from 75 to 80 cars per day."—H. D.

OKLAHOMA

Nardin, Okla.—E. C. Simmons has bot A. M. Boxwell's grain business.

Lexington, Okla.—M. B. Gibson & Son have bot S. B. Painters grain business.

Guthrie, Okla.—The National Farmers Exchange incorporated with \$5,000,000 capital stock. They propose building grain eltrs., factories and business houses on a socialistic plan. Incorporators H. N. Gaines, Kan., H. H. Hamks, Neb., L. L. and F. A. Stephens of S. D.

PENNSYLVANIA.

Hanover, Pa.—The Hanover Mill Co. incorporated to deal in grains and cereals. Incorporators, H. N. Gitt, D. A. Bollinger, Geo. D. Gitt, and S. A. Geiselman.

Philadelphia, Pa.—The officials of the Penn. Railroad are considering the re-opening of the Girard Point Eltrs. in view of the favorable outlook for an increased export business.

Philadelphia, Pa.—John McAleer, one of the oldest members of the Commercial Exchange, and senior member of the well known flour firm of John McAleer & Son, died Oct. 22, at the age of 79 years.

PITTSBURGH LETTER.

Millfeed is slow, under the influence of heavy receipts, and prices have taken the downward road. Receipts are more than

ample for the demands of the present season.

Shippers are said to be offering farmers higher prices for timothy hay in this section than can be obtained for it. The farmer has the situation well in hand this year, and is making the most of it.

The intention of the Pittsburgh Grain & Flour Exchange to publish a semi-weekly bulletin, which shall be much more complete than the circular at present issued twice a week, has not been abandoned, nor is the project slumbering so far as preparation for the same is up to the assn.

Shelled corn is exceedingly firm, the first car of new crop having reached Pittsburgh several days ago. It is unusually good, and is commented upon most favorably. Ear corn is also coming forward in excellent condition, and is dryer than ever before at this time of the year.

Oats, oats everywhere, has been the condition in Pittsburgh for several months. They have come forward with a rapidity which would have seemed a couple of years ago like foolishness, so great would have been the excess over requirements. But dealers here have been reaching out and enlarging the borders of their trade until now Pittsburgh is a greater market for oats than ever before. In fact the increase in this line has been greater than for any other grain. Nevertheless the time has come when the most strenuous efforts fail to handle the immense quantities thrust upon local sellers, and prices have commenced to recede. Buyers know there is a large oat crop in the country, and are not troubling themselves to cover wants long ahead. For this reason the situation is weaker than it was two weeks ago, and demand is falling off on account of the placing of such large receipts in time past.

Two weeks ago comment was made upon the fact that the hay market was not in a condition satisfactory to the dealers of Pittsburgh. The causes for dissatisfaction have become emphasized and some new reasons for discontent have come to the front. Prices at which hay is held by the growers have become almost prohibitive, and it is impossible for the middleman to make any profit. Shippers are compelled to pay more than they can get for hay. Dealers in this locality made contracts to purchase at figures which are now out of sight, and many losses are resulting. Best grades of timothy which were scarce while lower grades were coming in furiously for some weeks, are now as plentiful as the inferior qualities, and are commanding but low prices and indifferent attention. All grades of timothy are too plentiful, and slow of sale. Clover and clover mixed hay are the good selling features of the market, and the only encouraging factors in the situation. They were holding up well.

It is a poor rule that will not work both ways, say the local receivers, and there is a spirit of defiance exhibited toward the western shippers who threaten to blacklist Pittsburgh receivers who dare to purchase of "scoop-shovel" men. Regular eltr. men say they will not allow such purchases to be made, and yet they do not hesitate to take a hand in transactions which result in their selling direct to consumers in this market who should be customers of those to whom these same eltr. men expect to make shipments. Pitts-

burgh dealers have been turned down for slight differences in their offerings for grain as compared with prices which western shippers claimed to be able to secure, and have discovered that the higher offering was made by some customer of theirs who was buying direct from the western eltr. The latter is hurting himself seriously, and building up a regiment of enemies who will not fail to hit back when the opportunity offers, and the opportunity always does come sooner or later.—C. H.

SOUTH DAKOTA.

Delmont, S. D.—J. P. Williams has completed his eltr.

Sioux Falls, S. D.—The excavations are started for C. Hill's eltr.

Herried, S. D.—J. G. Brady is building an eltr. and business office.

Orient, S. D.—A. Fritts and Geo. Hefner of Hudson will build another eltr. here.

Trent, S. D.—John Meldrum has resigned his position as grain buyer for the S. Y. Hyde Eltr. Co.

Elk Point, S. D.—L. N. Crill is now sole owner of the mill and eltr. operated by the Crill Milling Co.

Plankinton, S. D.—Bartow & Andrews have been granted a site for an eltr. on the C., M. & St. P. R. R.

Howard, S. D.—The S. Y. Hyde Eltr. Co. has sold its eltr. to Larkin & Thompson of Madison, S. D. Theophilus will remain in charge.

Rowena, S. D.—T. C. Shepard, station agent and local mgr. for the Western Eltr. Co. has been appointed agt. for the Illinois Central at Le Mars, Ia. N. C. Libby, former agent, succeeds him.

SOUTHEAST.

Suffolk, Va.—The Suffolk Feed & Fuel Co. will build an eltr.

Columbus, Ga.—The Dan Joseph Co. will build a warehouse and an eltr. to cost \$15,000.

Mobile, Ala.—Roy de Pew of the Mobile & Ohio Railroad recently escorted T. P. Williams of Memphis, W. H. Fitzhugh of Vicksburg and T. W. Seals of St. Louis to Mobile, to show them the advantages of the location for a grain eltr. The construction of an eltr. is contemplated.

TENNESSEE

Mt. Pleasant, Tenn.—The Mt. Pleasant Mills, recently rebuilt by J. M. Hunter, were burned Oct. 31, causing a loss of about \$18,000, with \$8,500 insurance.

Nashville, Tenn.—The North Nashville Milling Co. incorporated with \$6,500 capital stock. Incorporators, Wm. Scott and J. W. Scott, W. H. Atkinson and J. C. Roesch.

Nashville, Tenn.—E. F. Lowe and J. Lawrence Wade have formed a partnership under the firm name of Wade & Lowe to do a general receiving and shipping grain business, with offices at the Ryman Eltr.

Memphis, Tenn.—The executive board of the Merchants Exchange on Oct. 29 exonerated the Choctaw Eltr. Co. of the charges that had been made by John Rorer, grain shipper of Shawnee, Okla. The trouble arose over the shipment of two cars of oats to Memphis about two

months ago. The cars were consigned to Willis Dickson & Co., whose office is at the eltr. When the grain reached Memphis over the Rock Island road one of the cars was in a bad condition and the grain did not grade up to the necessary standard. The shipper was notified and he authorized the railroad agent and the consignee to put it into shape for market purposes. It was alleged that the consignee turned the grain over to the eltr. people, but with the understanding that only the one car that was in poor condition should be dried and cleaned. When the shipper received his bill, as he stated when he made the charges, he found that he was charged with the drying and cleaning of two cars of oats instead of one, with a shortage in weight, as is the case when heated grains are dried. Mr. Rorer came to Memphis to investigate the matter and made his claims against the Choctaw company. M. T. Toney, manager of the eltr., claimed that a mistake had been made in cleaning and drying both cars, and offered to right the matter, but claimed that the other part of the transaction was correct.

TEXAS.

Fort Worth, Tex.—The Comer-Nodlin Grain Co. has started in business.

Mart, Tex.—The Mart Grain & Eltr. Co. has completed its new building.

McKinney, Tex.—The J. T. Stark Grain Co. has increased its stock from \$50,000 to \$100,000.

Beaumont, Tex.—Kirk & Miller Grain Co. has moved into new quarters, J. S. Gordon occupying the old place.

Houston, Tex.—The plant of the Thompson Rice Milling Co., which has been in financial difficulties, has been sold for \$38,025 to W. K. Morrow.—J. W.

Fort Worth, Tex.—The Muggs & Dryden Co. incorporated with \$15,000 capital stock to deal in grain and coal. Incorporators, J. A. Mugg, J. A. Dryden and A. F. Crawley.

Temple, Tex.—The Werkheiser-Polk Mill & Eltr. Co. has increased its capital stock from \$35,000 to \$70,000 and has changed its corporate name to Werkheiser-Polk Mill Co.

Waller, Tex.—The Cowan Milling & Mfg. Co. incorporated with \$25,000 capital stock to conduct a general milling business. Incorporators, R. W. Guyler, E. A. Brandt, T. H. Cowan, H. L. Foster and G. B. Long.

Ft. Worth, Tex.—The Texas Millers Assn. intends that the pure food law, passed by the state legislation six years ago, shall be obeyed, and has offered \$100 reward for the conviction of anyone violating this law.

Van Alstyne, Tex.—C. F. Gribble has been appointed receiver for the Beall Mill & Eltr. Co. The value of the property is estimated at from \$40,000 to \$50,000 and the claim presented by the Grayson County National Bank, as applicant, is for \$8,000.

Galveston, Tex.—Grain exports for the two months ending Nov. 1 included 32,000 bus. of wheat and 25,714 bus. of corn, compared with 5,238,613 bus. of wheat and 404,734 bus. of corn for the corresponding months of 1903, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade.

Galveston, Tex.—Galveston will soon be provided with facilities for drying ex-

port corn. The Santa Fe road has begun work on a large Hess Drier to be operated in connection with Eltr. B. by the Harris, Scotton Co. This machine will have a capacity of 12,000 to 16,000 bus. of corn daily, and will afford, to shippers thru Galveston, facilities equal to those at New Orleans, where driers of this kind have been recently installed.

UTAH.

Ogden, Utah.—Skeen & Co. have sold out their grain business.

Salt Lake City, Utah.—The Salt Lake & Jordan Mill & Eltr. Co. incorporated with \$100,000 capital stock to conduct a general flouring mill business. Thos. Mumford, pres., L. A. Marks, vice-pres., R. M. Holt, secy. and treas.

WASHINGTON.

Kennewick, Wash.—The Kennewick Grain Co. shipped on Oct. 20, a car of wheat containing 836 sacks and weighing 110,265 pounds.

Palouse, Wash.—J. K. Smith of the Washington Grain & Milling Co. of Spokane, has bot J. A. Miller's grain warehouse and business for \$8,000.

Tacoma, Wash.—Samples of the standard grades of grain, established by the state grain commission, in compliance with the grain inspection law of the state of Washington, has been compounded and are ready for distribution.

WISCONSIN.

Milwaukee, Wis.—The Chamber of Commerce membership of the late Henry C. Payne has been sold to C. O. Tinkham for \$475.

Milwaukee, Wis.—The Western Grain Products Co. incorporated with \$25,000 capital stock. Incorporators, C. H. Krause, R. O. Winkler, and Henry Schomaker.

Milwaukee, Wis.—Eltr. O of the Milwaukee road, which was destroyed by fire within a week, will not be rebuilt for eltr. purposes, but will be used as a general freight warehouse.

Milwaukee, Wis.—Referee in Bankruptcy D. Lloyd Jones has given Trustee Elmergreen authority to replevin the goods of the Hadden-Rodee Co., possession of which was refused him by the Chamber of Commerce.

MILWAUKEE LETTER.

From the Dakotas it is reported that farmers still have the bulk of their best wheat, having got rid of the poor stuff first, and some receivers look for relatively heavy offerings of the standard grades later on.

Oliver E. Parsons, son of E. B. Parsons, the veteran Milwaukee Commission merchant, who is sojourning in Pueblo, Colo., "for his health," has taken the leading part in breaking up a political gang there, according to press accounts from that city. We breed husky lads in Schlitz-town.

The Milwaukee road is trying to get capitalists interested in putting up a large transfer and storage eltr. in place of "C," which the officials do not wish to rebuild. A free site on R. R. land will be granted to the right people, and there is an excellent opportunity for making a good investment.

Sec'y Spoerri is enthusiastically pushing

NO FREEZING

Water will not freeze in the water jacket of your gasoline engine or in the supply tank if you use **CALCIUM CHLORIDE** in the water. We can supply it in any quantity at lowest prices.

JAMES H. RHODES & CO.
117 E. Kinzie St., Chicago, Ill.



BE SURE

To equip your Grain Elevator Building with our light self-lifting passenger lifts. Strong and substantially made.

INEXPENSIVE, QUICK.

No more work climbing stairs. Cost no more than stairways and take up one-quarter the room.

Correspondence invited.

SIDNEY ELEVATOR MFG. CO.

Sole Manufacturers - SIDNEY, OHIO

The F. R. MORRIS GRAIN DRIERS

stand at the head for perfect work. Do not install a high priced grain drier without investigating. Any capacity from 1,000 to 10,000 bushels per day to suit requirements can be furnished. A thorough investigation will convince anyone that the MORRIS DRIER is the only drier that will dry grain without injuring its natural luster or hurting the fiber of the kernel, thereby causing it to break up in handling. This one fact alone demonstrates its superiority over all others.

The conditioners and coolers for grain getting slightly out of condition are a great addition to any elevator and where the moisture is not too great but where a large amount of excess moisture is present then the drier must be used. Do not delay until you have lost grain enough by deterioration to pay for a drier but make up your mind and order at once. Address,

F. R. MORRIS, Milwaukee, Wis.

Grain Purifying

When properly done is the most profitable work in the elevator, and costs very little.

Must, Smut and Mold Odors, Water and Climatic Stains Removed, leaving grain clean in appearance and with natural aroma.

Every elevator is interested in this work, and you should write us by next mail for description and grain samples of work. Address

Caldwell & Barr

EARL PARK, INDIANA

If You Want

regular country shippers to become familiar with your firm name, place your "ad" here.

his new scheme of sending out type samples, and has been scurrying back and forth to the various receivers' offices getting exact quotations and enlisting their co-operation in making up such standards as are likely to be of the most service to Wisconsin dealers. His zeal and painstaking care in this matter should meet with hearty appreciation.

Arthur R. Stapleton, trader for the Milwaukee Eltr. Co., was elected a member of the Chamber at a special meeting of the directors. Chas. R. Morris, who has been with that company for a number of years and is one of the most popular members of the "cash" grain fraternity, has been obliged through illness to take a six months' leave of absence. His duties fall to A. M. Templeton.

Great interest is taken here in the report that the Pere Marquette System has been absorbed by the Erie, for such an arrangement would be of material benefit to the shipping interests of this city, by giving an opening to all the Gould lines from the East. Every new outlet secured broadens the market here, through the larger field which it opens to the firms that fill orders for Eastern delivery.

One of the leading railroad officials here has a very entertaining monologue, which he delivers at intervals, on the "nerve" displayed by some of the grain men who make demands upon him when they are really after favors. He is disgusted with that way of doing business and doesn't care who knows it. Those who go to him in the proper spirit, however, are given every possible accommodation.

Receipts of grain from the West have fallen off to an extent which has not been known here for a decade or more past at this season of the year. Various explanations are offered, but the consensus is that the farmers, after having deliveries stopped by the bad roads, are now taking care of their corn. In the coarse grain districts, it is said, they are also holding back on account of the low prices for oats and barley.

Other methods of reducing rates to favored shippers on a par with the "prepayment" dodge have been exposed by Mr. Thomas, who states specifically that he has "not included among rebates any refunds made on account of milling or manufacturing in transit, when provided for by a regular published tariff." Notwithstanding this plain statement of fact, the R'y officials continue to give out "interviews" claiming that there have been no rebates, only refunds of the character mentioned. Few people, if any, are deceived by this, however.

The report of the State R. R. Com'r in regard to rebates has been put in type and, in addition to the itemized figures, it gives examples of the workings of the system. For instance, one practice said to be quite general was for the traffic manager to issue special orders to the local agent to credit certain shipments as in part prepaid, when in fact not a cent had been paid. To-wit: where the rate was 16 cents the agent would have orders to mark 6 cents prepaid, leaving the "balance" to be taken up at the other end. As, however, the agent had made a credit of 6 cents on his books, his office had to be relieved of the burden, so a voucher would be sent to him at the end of the month, and this has now enabled the R. R. Com'r to trace out the fraud.

The first apparent result of the new

rule is a series of emphatic kicks from members of other exchanges who have been receiving the benefit both of a division of commissions and no charge for interest on advances made to them. Where half-rates are allowed it is obligatory upon Milwaukee receivers to charge interest even on the amounts of drafts drawn against B's/L, and in the statements sent to Chicago, Minneapolis and other markets on the 1st of this month small interest items appeared. Complaints and even threats of a diversion of business came by the next mail, but what is there to do about it? The rule now stands and must be observed. In justice it must be said that some houses in other markets sent congratulations instead of knocks.

The new commission rule was submitted to a vote of the Chamber earlier than had been anticipated and passed by a decisive majority, Oct. 26th, after having added to it the following provisions: "Any member of the Chamber of Commerce, or firm, corporation, eltr. company or track buyer, who shall bid for grain at railway stations for delivery at Milwaukee a price equivalent to more than the current market price of such grain in this market, less the established rates of commission, shall be deemed to have violated this rule and incurred the penalties provided." Opinion is divided as to just the effect which this amendment will have but it will be easily seen that its object is to protect the open market against undue competition on the part of the track buyer.—I.

Effect of Hard Wheat Rule on Trade in Chicago Futures.

In view of the fact that some of the principal exchanges are now deeply interested in the adoption of a rule permitting the delivery of hard winter wheat on regular contracts at a discount, or of lower grades at a difference, the experience of Chicago at the present time, under its new rule, is of especial interest.

Since no option has expired under the new rule those in the trade are reluctant to express an opinion as to the effect, but transactions in the December and May futures have been exclusively in the new style, and deliveries of hard wheat are being made on contract, so that the advocates of the broadening of the market are feeling that their claims are being sustained by the action of the market on the new crop.

Two Chicago firms express themselves as follows:

A WISE MOVE.

Grain Dealers Journal: With reference to the rule adopted by our Exchange making it possible to deliver hard winter wheat on contracts at a discount we wish to say that conditions since this rule went into effect have been such as to make it impossible to form a correct opinion of just what effect the rule will have on the trade.

We believe it was a wise move and think that time will demonstrate the fact that we are right in our opinion. It is unquestionably increasing the hedging sales of the grain dealers in the winter wheat section. It makes the dealers feel safer in their transactions and prevents the possibility of such frequent repetitions of manipulative tactics that have been a curse to our Board for a number of years back. We do not believe that any rule

could be adopted by any Exchange which would ever, more than temporarily at least, depress any commodity below its actual value. The argument to the contrary offered by some we regard as nonsense. We feel satisfied that in the course of a year from this time the wisdom of this rule will be thoroughly demonstrated. Yours very truly, Updike Commission Co., per S. P. Amot, Mgr., Chicago.

CHANGE HAS PROVED BENEFICIAL.

Grain Dealers Journal: Up to the present time the delivery of hard winter wheat on contracts has no doubt had a salutary influence upon the business of our Board of Trade. Hard winter was becoming more plentiful as a variety and while not deliverable could be nothing less than a drag upon the market. It has not only supplied us with wheat for delivery, but it has also put this variety in more favor with millers and dealers. The fact that Minneapolis millers were able to use it to advantage has influenced all millers to dispel prejudice against and admit at least the merit that belonged to it.

Rather than an unwillingness upon the part of traders to deal since the adoption of the rules that admitted it for delivery I feel confident that it has had the contrary effect and has enlarged our business. The terms of delivery now seem to be satisfactory and the filling of the contracts takes place without any apparent effort to run away from cash property on this account as an objection. I believe it has been a great accommodation to the traders in the Southwest. While all the value that has lately been added to the hard variety cannot be attributed to this change in our rules admitting it to a wider commercial field, there is certainly a good part of it that comes from that fact.

At the start and while the difference was marked there was increased short-selling as there was less fear of congestion just previous to delivery time, but now I am inclined to think hard winter is in such active demand in the Southwest that it is exerting its influence on the other side: buyers do not hesitate because they are liable to have it given them. We have a better cash market for it here on our floor. The fear that it would have a very depressing effect upon prices has passed and conditions all round seem better for the change.

Producers seem to have so much relief from the hardness of the plant and its resistance to insects and its immunity from bad or wet weather just at harvest time that it is surely growing in favor with them, and is bound to take a place in the wheat markets in the future that it has not had to so great an extent in the past.

Altogether I am forced to admit that the result of the changes we have made in recognizing this variety of wheat commercially has been decidedly beneficial and without as yet disclosing any disparagement to trade in other varieties of wheat or among our dealers and traders. Yours Respectfully, E. W. Wagner, Chicago.

A New York agricultural medicine man recommends timothy grass as a cure for indigestion. We suppose this may be considered a homeopathic remedy, as all flesh is grass, and "like cures like."—Browning King's Monthly.

Supreme Court Decisions

Under the provision in plaintiff's contract to build certain machines for defendant, and that they are to be to the full satisfaction of defendant as to quality of work, life, and durability, dissatisfaction of defendant in good faith, though unreasonable, authorizes its refusal to accept.—*Inman Mfg. Co. v. American Cereal Co.* Supreme Court of Iowa. 100 N. W. 860.

In an action against a carrier for the loss of goods shipped over the carrier's railroad, where it appeared that the goods were destroyed by fire while in defendant's possession, the failure of defendant to explain the loss, or show the absence of negligence on its part, raises a presumption that the loss was occasioned by its negligence.—*St. Louis Southwestern Ry. Co. of Texas v. McIntyre.* Court of Civil Appeals of Texas. 82 S. W. 346.

In an action against a railroad for alleged negligence in setting fire to property by sparks from its engines, after plaintiff has identified the engine alleged to have communicated the fire complained of, he is not entitled to introduce other evidence as to fires having been communicated along the defendant's right of way without having first shown that such other fires were communicated from the same engine.—*Norfolk & W. Ry. Co. v. Briggs.* Supreme Court of Appeals of Virginia. 48 S. E. 521.

Other land owned by the railroad, but in possession of private individuals, and used exclusively by them in their individual business for wood and coal yards and sheds and storage of grain, etc., was neither "actually occupied" by the railroad nor "necessary or in use in the proper operation" of the road within such statute, and was therefore properly taxable as other real estate.—*Grand Rapids & I. Ry. Co. v. City of Grand Rapids.* Supreme Court of Michigan. 100 N. W. 1012.

In an action against a carrier for the loss of goods, where the defense was based on the provisions of the bill of lading, limiting defendant's liability to \$5 per 100 pounds in case of loss, evidence held insufficient to show that the terms of the bill of lading were agreed to by the plaintiff, as the owner of the goods, or by his son, as his agent in the shipment, and \$5 per 100 pounds mutually intended as stipulated damages in case of loss.—*St. Louis Southwestern Ry. Co. of Texas v. McIntyre.* Court of Civil Appeals of Texas. 82 S. W. 346.

A provision in a bill of lading that, in consideration of the reduced rate at which the goods were shipped, the carrier's liability in case of loss should be limited to \$5 per 100 pounds, the provision being arbitrarily fixed by the carrier, without any consideration in fact, is an unreasonable restriction of its liability, against the settled policy of the state, and void as to one whose damages are in reality \$300, for which only \$63 would be recoverable under the bill of lading.—*St. Louis Southwestern Ry. Co. of Texas v. McIntyre.* Court of Civil Appeals of Texas. 82 S. W. 346.

In the absence of a legal excuse, the carrier is answerable for any delay beyond the time ordinarily required in transportation, by the kind of conveyance which he uses. The defendant took the property from out of the plaintiff's keeping, received his money for transportation, and by these acts took upon itself the risks of detention, and thereby undertook to make good all damages, which were the natural or necessary consequences of unreasonable delay; as much so as if it had executed an express contract to that effect. In determining whether there was or was not, such delay, the character of the freight offered may well be taken into consideration.—*Tierney v. N. Y. C. & H. R. Ry. Co.*, 76th N. Y., 305.

The Supreme Court of Georgia held, in the case of *The Bank of Richland vs. Nicholson*, that in an action by the holder against the drawer of a domestic bill of exchange which has been discounted at a bank, it is not necessary in order to charge the defendant that it should appear that notice of dishonor was given to the drawer; that in such a suit evidence showing the drawing of the bill and the failure of the drawee to accept, or a failure on the part of the acceptor to pay according to the tenor of the bill, makes a prima facie case, and any matter relied upon to discharge the drawer must be set up by way of defense; that the contract of the drawer of a domestic bill of exchange being in the nature of a contract of suretyship, he is relieved from liability under the same circumstances where ordinarily a surety would be relieved, except that the release of the drawer is only to the extent of the injury sustained, and that while the mere failure of the holder of a domestic bill of exchange to give the drawer notice that the same has been dishonored will not discharge him, if statements are made by the holder to the drawer to the effect that the bill has been paid, which statements lull the drawer into security, and, as a consequence thereof, injury results to him by reason of the depreciation in value of property pledged to secure the payment of the bill, the drawer will be discharged to the extent of the injury thus sustained.

A miller at Richmond, Va., is reported to be planning to grind Russian wheat to be imported from the Black Sea.

J. Walter Labaree, head of a New York bucket-shop having 79 branch offices, has absconded and customers scattered from Toronto, Ont., to New Orleans, La., are said to be minus \$500,000.

One of the clauses in the "Indian wheat" contract of the London Produce Clearing House provides that the seller may deliver any other sound wheat found by experts to be 2½d. per 100 pounds superior to No. 2 club Calcutta. Several other provisions permit the seller to substitute different qualities of wheat. Many wheat brokers are willing to deal under this contract.

Scarcity of labor in the rice belt is cutting short the running time of the mills. The help needed is that of laborers capable of handling rough rice in sacks and loading and unloading cars and wagons at the mills and warehouses. For common warehouse labor the mills are offering \$1.25 to \$1.75 per day, which seems no inducement to the negroes. The conditions favor the introduction of labor saving machinery and rice elevators.



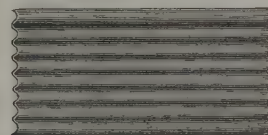
Cover's Dust Protectors
RUBBER PROTECTORS, \$2.00
METAL " 1.50
SENT POSTPAID ON RECEIPT OF PRICE; OR ON TRIAL TO RESPONSIBLE PARTIES. HAVE AUTOMATIC VALVES AND FINE SPONGES.
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moves any size car, loaded or empty, with ease, under any ordinary condition. Works under the brake beam. Shipped promptly to responsible parties on 30 days' trial. Never had one returned. No elevator equipment complete without one.
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CO. BARTLETT & CO.
CLEVELAND O.

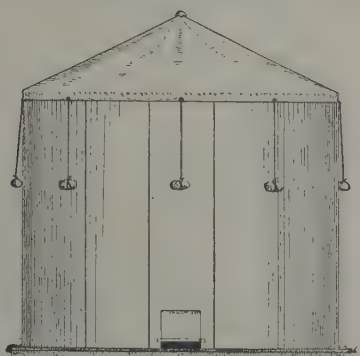
We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

PORTABLE GRAIN BIN



800 to 2,000 Bushels Capacity.

Can be set up or taken down in a few minutes. May be set under the elevator of a machine. A handy Bin for either farmer or grain dealer. Furnished with or without floor and waterproof cover with ventilator. We also manufacture Corn Cribs and Wire Fence. Catalogue free.

THE DENNING WIRE & FENCE CO.
Cedar Rapids, Iowa

Calcium Chloride for Gasoline Engines.

Since the publication in the Journal for Oct. 10, page 392, of facts regarding calcium chloride showing the great value of this chemical in preventing the freezing of the cooling water of gasoline engines, a number of inquiries have been received from grain dealers for additional information.

It is asked "How often does calcium chloride have to be replaced?" The calcium does not wear out. It is a dead mineral substance, having no life, and can not decay. Neither is it changed in any way by heat or cold. The calcium chloride does not have to be replaced unless the tank should spring a leak and the liquid run away. What water is lost by evaporation during the year will need to be made up by adding a few bucketfuls; and the loss of water by evaporation is very small when calcium chloride has been dissolved in it, as the calcium retards evaporation.

Instead of evaporating calcium greedily absorbs moisture from the air. Calcium is used in cold storage warehouses to keep the air dry in egg rooms.

The calcium chloride if not all used, will keep forever if sealed up air tight. If thrown into a barrel and left uncovered the calcium in the course of time will attract so much water that it will overflow the top of the barrel and run over or leak away.

So far from being poisonous the calcium chloride is one of the prominent ingredients in all the mineral springs in Virginia, which are taken as a cure for stomach trouble. Calcium chloride has no smell, and no scum will form on top of the solution.

Freezing will not cause any loss of so-

lution, as the liquid will not crystallize; and the congealed solid will thaw out the same as ice into its former fluid condition and be fully as effective.

The greater the amount of calcium in solution the lower the temperature at which the liquid freezes until a strength of 124° Salometer is reached. With 5½ pounds of the chemical to the gallon of water the tank will not freeze until the temperature has fallen as low as 54 degrees below zero.

Destruction of the tank or engine by rust is feared by many who have had experience with salt as an anti-freezing mixture. Tests of calcium chloride show it to have no corrosive effect whatever. Anyone can demonstrate this to his own satisfaction by making up a small 4-oz. bottle of both salt and calcium solutions, and putting a piece of threaded iron pipe in each bottle. In 2 days' time the salt brine will be filled with rust, while the calcium solution will be perfectly clear.

Calcium chloride is a very effective substitute for salt used in the fire buckets in grain elevators and in tanks in the cupola. Its use does away with the necessity of piping steam to the roof to keep the water from freezing. An advantage which calcium has over salt is that the barrels of water containing it will not rust the hoops as salt does, with the probability that the salt water barrel will burst when the hoops are weakened and its contents damage the grain.

Mr. Vladimar, Russian engineer of weights and transportation, has been visiting the St. Louis fair, and recently examined the grain elevators at Port Arthur, Ont., observing certain valuable improvements which he will recommend to his government for adoption.

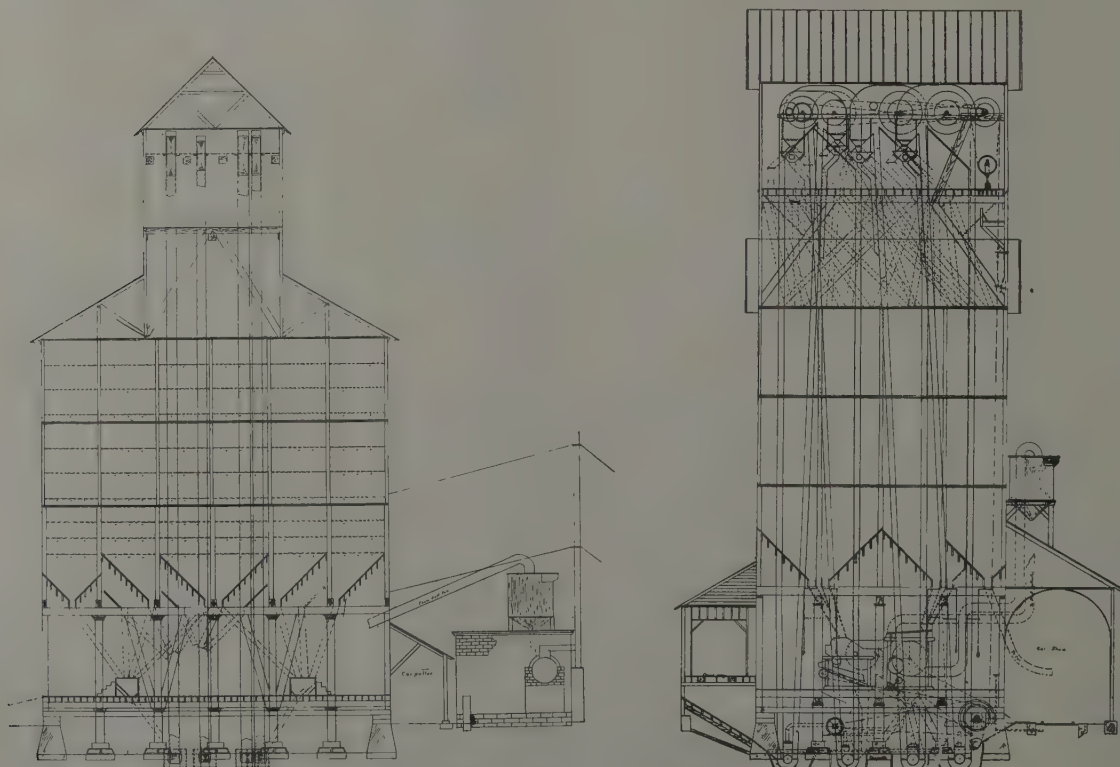
New Elevator at Hutchinson, Kan.

Hutchinson, Kans., the county seat of Reno County, is a prosperous city of about 10,000 people and the junction point of the Missouri Pacific, the Rock Island and three branches of the Santa Fe, and, being near to a good wheat district, is an advantageous point for millers and grain dealers. The city has five elevators, operated by companies which are also engaged in the milling business. Two other grain dealers are also located at this point.

The most recent acquisition to the city's grain-handling facilities is the new elevator of the Rock Milling and Elevator Co.; which is illustrated herewith. The building is 40 x 60 feet and 114 feet high, the cribbing being covered with rock-faced galvanized iron. The house is designed to receive both from cars and wagons, a dump with hopper bottom being located on one side of the building and on the other side two Howe track scales with a receiving sink. A car puller facilitates the placing of cars and after the car is emptied it can be reweighed on the 46-foot scale. The grain is removed from the sink under the track scale by means of a screw conveyor which carries it to the boot of one of the four legs. On the first floor are a cleaner, clipper and two mixing bins.

The power-plant is 25 feet from the elevator and consists of a brick building, containing a high pressure boiler 72 inches x 18 feet, pump, heater and a Corliss engine of 150 h. p.

The plant is equipped throughout with dust collectors, all the dust being collected over the boiler and dropped into the furnace. All the bins are hopper bottomed and the grain can readily be spouted direct to mixer, cleaner or car as desired.



Side Elevation—Elevator of Rock Milling & Elevator Co., Hutchinson, Kan.—End Elevation.

The plant has a storage capacity of about 100,000 bushels and a handling capacity of 30 cars daily. It was designed and built by P. H. Pelkey.

The Traveler's Regret.

BY IDLER.

The receiver had gone home early, but his travelling man was loafing around the office waiting to take a night train for the West.

"Yes," he said in answer to a question, "I do get pretty lonesome out on the road. See lots of people, of course, and meet a good many of the boys at the different taverns where we stop; but its the women that make society, and we seldom get a chance to speak to any except waitresses or chambermaids. Hardly ever know the families of our customers or see anything

happen to be here, usually take them up to the house and then go to the show or something; but how many of them do you suppose reciprocate when I strike their towns and have to put up there?

Hey? You'd think most of them would?

Not on your life! Some of 'em are decent enough though, and those are the wise ones in my opinion.

O' course, the kind of people that naturally treat you well are not the ones that are looking for any gain to come from it—not the sort I'm referring to, anyway—but let me tell you its a mighty good thing for a shipper to have the personal friendship of the man who travels for the house to which he ships right along. There are a whole lot of ways in which he can do a good turn to the shipper every now and then—you understand that—no matter how prosperous times are; while in periods of financial stringency a good word from the firm's representative is invaluable in securing funds with which to keep the business a'going.

Lord, Lord, what a time we had in the last great panic! There's Dickens out in Centerville and Culbertson at Lake City and a dozen others I could name who almost went to the wall and it was my efforts that saved them, by George! Yes siree, I came down here and plead with the old man for 'em and begged him to raise a little more money and help them out, and he did it. They know it, too, and they have all stuck to us, and they treat me white when I get out in that country. But there were others that didn't come out so well. Some of them tried to get me to use my influence in securing them advances, and I'd 've done it if I could; but I was taking care of my friends' first.

Well, to get back to what I was saying, its not at all a question of buying a travelling man's friendship by means of proffered courtesies, although supper, say, at a dealer's house usually looks pretty good to a man who's been living at hotels; in the glow of a fellow's hearth-fire one gets to know his better qualities in a way that would be altogether impossible during a call at his office. At the holiday season, especially, when a man thinks oftener about his own family than at other times, he appreciates being remembered, and little acts of kindness done to him make an impression that years cannot efface.

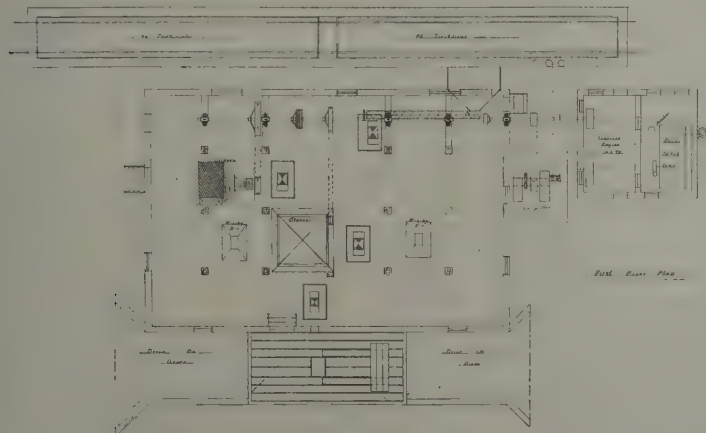
"Well, well," remarked the travelling man, after a pause, "I must be moving. I've got to get a bite to eat before that train leaves. See you again."



Elevator of Rock Milling & Elevator Co., at Hutchinson, Kan.

of the home life of the towns we get off at year after year. There's mighty little to do of an evening except to smoke a cigar, write out reports of the day's calls and either sit in a little game with the boys or go to bed. I don't suppose our shippers ever give it a thought, but they might make it pleasant for us once in a while.

I notice that when they stay overnight here they expect to be entertained in some manner, and the old man or myself, if I



Ground Plan Elevator of Rock Milling & Elevator Co., Hutchinson, Kan.

GRAIN DEALERS

Can't afford to be without our daily advices on the markets. The cost is trivial—only \$50 a year. A trial month for \$5 will satisfy anyone of their value.

Our forecast of the stock market is alone worth many times the whole cost.

You ought to know us and our methods.

IT WILL PAY

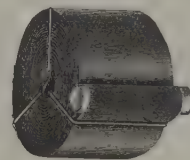
Send for our book and devote a half hour to reading it. It will at least suggest some new ideas. Sent free for the asking.

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can easily keep belts in perfect working order with

Conner's Belt Tightener

Stretches any belt to proper tension. Readily applied; one man does all the work. Clamps can't slip nor mar. No wrench needed. Strong, durable, economical—a great time and labor saver.

Write for full description and prices.

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Pendleton, Ind.



Grain Carriers

The Erie has bot the Pere Marquette system.

The Chicago Shippers Assn. has established headquarters in the Merchants Loan & Trust bldg., 135 Adams street.

The Soo line is said to be surveying an extension from Thief River Falls, Minn., to Park River, N. D., and northwest.

The Kettle River Valley Railroad will be extended from Republic, Wash., through the big bend wheat district to Spokane.

The claims of Philadelphia in the matter of the expert grain rate differential will be heard in that city Nov. 21 by the Interstate Commerce Commission.

The last spike was driven Oct. 28 in the 268-mile extension of the Minneapolis, St. Paul & Sault Ste. Marie Railroad from Glenwood, Minn., to Emerson, Man.

Complaint against the Canadian Car Service Assn. has been made to the railroad commission by J. H. Duthie, of Toronto, Ont., for exacting unjust demurrage charges.

Evidence that railroads give big corporations free storage in freight cars was presented recently before the Minnesota Railroad and Warehouse Commission by the St. Paul Board of Trade.

An advance of $\frac{1}{2}$ cent per bu. on grain between Buffalo and the seaboard, went into effect Nov. 1. On Nov. 16 a further advance will be made of $\frac{1}{2}$ cent, except on barley, on which the advance will be $\frac{1}{4}$ cent.

The Interstate Commerce Commission has recently taken testimony at Philadelphia in the complaint of W. J. Koch & Co., that the railroads discriminate in favor of western mills in stop-over privileges on grain.

The Interstate Commerce Commission will give a hearing Nov. 11 at Atlanta, Ga., of the complaint of Davenport Bros. against the Southern Ry., involving discrimination in rates on grain and provisions from Cincinnati.

The St. Louis & Mississippi Transportation Co., operating a line of grain and flour barges between St. Louis and New Orleans, contemplates selling its towboats and barges and quitting the business. Railroad competition is too severe.

A railroad may delay a shipment a month and thus cause a heavy loss to the shipper, but if the car is not unloaded within two days after arrival the helpless shipper is taxed for every day thereafter, in addition to his original loss.—Freight.

The executive committee of the American Shippers Assn. decided, at a recent Chicago meeting, to ask the Interstate Commerce Commission to recommend a bill of lading which will be more equitable than the uniform bill which the roads are forcing upon shippers.

The Minnesota Shippers Assn. has been organized at St. Paul, Minn. A number of representative shippers were present at the meeting, to hear an address by B. F. Sipp, of Chicago, commissioner of the Coal Shippers Assn. A committee of 6

was appointed to work for the co-operation of the country shippers.

With a view to prolonging navigation of the great lakes later than formerly the Dominion Dept. of Marine has issued orders to lighthouse keepers to keep lights burning until Dec. 15. Mr. Fraser of the Dept. will visit the United States to urge the authorities to keep the lights going for the extended time.

Colonel Thomas W. Symons of the Erie Canal Advisory Commission, states that the \$101,000,000 appropriated is merely a nominal figure; and that the exact cost of the canal can not be determined until experiments costing \$9,000,000 have been made. The bids which are now being received are for construction at 9 different points in the eastern part of the state.

On a single day recently 1,000 loaded cars containing wheat, lumber and mill products passed thru Missoula Mont., eastbound. The inability of the railroads to handle the large quantities of wheat offered for shipment east is due principally to the great length of time consumed in the haul. Once loaded with wheat destined to points two-thirds of the way across the continent a car can not be returned for reloading until months have elapsed.

The reduction of 5 cents in the rate on rice which was made Oct. 11 by the International & Great Northern Railroad, has been followed by a similar reduction in the rates by water from Texas ports to New York. The reduced rates have now been adopted by all roads interested in the Texas rice traffic. The reduction is intended to put the interior shipping centers of Texas on a parity with Houston and Galveston, and the latter on a parity with New Orleans.

The Kentucky Railroad Commission has issued a supplementary order enforcing its rules in the case of the Louisville Car Service Assn. The new regulation allowing 48 hours free time for unloading is strenuously objected to by the railroads. The C., I. & L. Ry. has been granted a temporary order of court restraining the enforcement of the 48-hour provision. The Monon road claims that under its own rules the time for unloading has averaged nine-tenths of a day.

Grain rates were raised at a meeting of the Central Freight Assn. at Chicago, Oct. 26. Effective Dec. 5 the rate on grain is raised from $17\frac{1}{2}$ to 20 cents, domestic, and $13\frac{1}{2}$ to 15 cents, export, Chicago to New York. By this increase the trunk lines simply rob themselves of a share of their traffic which will go to Gulf competitors. The Vanderbilt lines opposed the increase, on the ground that with their present improved facilities the roads can well afford to haul the grain at the rate of $17\frac{1}{2}$ cents.

Contracts have been let during the past 2 months for 22 freight steamers, only one of which is less than 500 ft. in length, for service on the great lakes. The size of lake vessels has been steadily increasing with the deepening of the harbors and the connecting channels of the lakes. Twenty years ago the biggest cargo of iron ore was 2,128 tons; this year the steamer Wolvin carried 10,300 tons. The large vessels carry freight more economically and are driving the smaller boats out of business. A large vessel does not require as large a crew in proportion as does a small vessel; the modern loading and unloading machinery makes it cheaper to handle large vessels. Every city on the

great lakes that wishes to hold its share in the commerce of the country must improve its harbor to receive the largest of the large ships.

The Interstate Commerce Law Convention met at St. Louis Oct. 28 and 29, with 110 delegates present, representing 89 commercial and manufacturing organizations. E. P. Bacon of Milwaukee presided. John D. Kernan of New York, author of the original interstate commerce bill, argued that the Commission should have power to enforce its own orders. Former Governor Larabee of Iowa told how the transportation tax had increased from \$6.21 to \$23.87 per capita. The petition to Congress for the passage of the Quarles-Cooper bill was unanimously adopted. The executive committee asked that at least \$6,000 be provided to continue the work of the organization; and the delegates present subscribed \$5,000.

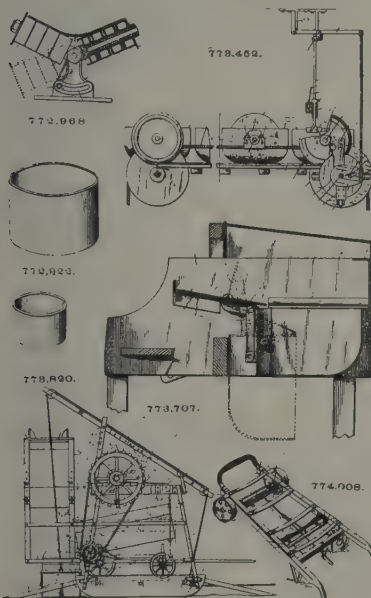
The directors of the Baltimore Chamber of Commerce on Oct. 29 adopted the following resolution: The recent action of the Central Freight Assn. advancing freight rates on grain and grain products, effective Dec. 5th, 1904, to basis Chicago to New York of 20 cents per 100 pounds on domestic grain and $16\frac{1}{2}$ cents per 100 pounds on export grain, the Baltimore rates being correspondingly increased, will seriously affect the business of this port, decreasing the movement of these articles, and more particularly of corn, which is now about to commence, and is a discrimination against Atlantic cities in favor of the Gulf ports. Resolved, That the Baltimore Chamber of Commerce, for itself, also in behalf of the interests it represents, earnestly protests against this unwarranted advance in freight rates by the Central Traffic Association and petitions the authorities of the Baltimore and Ohio railroad, the Pennsylvania railroad and the Western Maryland railroad to endeavor to preserve such rates necessary to protect the business of this port and which will insure the largest volume of traffic to the carriers in this territory.

The prospects that the shippers of the country will be able to resist the uniform bill of lading are not very bright. Under the present bill of lading the railroads are responsible for loss or damage, and the shipper who consents to a waiver of the carrier's common law liability will be held by the courts to have given the railroad company a valuable consideration in return for which he will be entitled to a reduced rate. For the sake of a reduction of 5, 10 or 20 per cent in the rate many shippers can be found who will take their chances of the goods arriving in good condition. The big shippers and the trusts will be among the first to accept the uniform bill. If the reduction is as much as 20 per cent, small shippers will also accept the uniform bill and pay a smaller per cent to an insurance company to take the risk, just as cargoes shipped by water now are insured. An enlargement of the powers of the Interstate Commerce Commission, so that the commission would have authority to prescribe the terms of the bill of lading, is probably the only hope of relief.

The daily newspaper rumor that the government would allow drawback on Canadian wheat ground into flour without requiring the exportation of the by-products also, has been denied by the Treasury Dept. at Washington. No change has been made in the regulations.

Patents Granted

Cooling Motors. No. 773,245. John T. Cappell, Vincennes, Ind.
Explosion Motor. No. 773,021. Shirley



S. Lewis and Albert Lewis, Syracuse, N. Y.

Carbureter for Hydrocarbon Engines. No. 772,979. Baptiste. Vauris, Paris, France.

Electric Igniter for Gas Engines. No. 773,062. Robert and John Cooper, Saltsburg, Pa.

Muffler. No. 773,984. Eugene C. Richard, Detroit, Mich., assignor to the Buick Motor Co., Detroit.

Gas Engine. No. 773,206. Frank E. Hall, Quincy, Mass., assignor to Hall Gasoline Engine Co., Portland, Me.

Automatic Regulating Device for Explosive or Internal Combustion Engines. No. 773,339. Francis M. Rites, Ithaca, N. Y.

Automatic Grain Measurer. No. 773,707. (See cut.) Frederick Beutler, Manchester, Mich. A chute discharges material by gravity into a pivotally mounted measuring dump bucket. When the bucket moves to dumping position a link connection closes a gate to cut off the feed from the chute.

Support for Conveyor Belts. No. 772,968. (See cut.) Wm. R. Smith, Buffalo, N. Y., assignor of 1/2 to Harrison F. Follinsbee, Buffalo. The belt supporting pulleys are mounted in pairs on arms that are adjustable on a standard to give the belt an inclination that will discharge the material by gravitation.

Portable Grain Elevator. No. 773,820. (See cut.) Henry O. Sparks, Shelby, Mo. The frame of the apparatus is mounted on runners and supports pulleys, sprocket wheels and belt by which the wagon bed is raised at the forward end

to dump the contents into a bucket, which bucket is elevated by the rope and pulley.

Automatic Weighing Truck. No. 774,008. (See cut.) Thos. M. Wade, Richmond, Va., assignor of 2/3 to Thos. L. Spratley, Richmond. Inside the frame of the truck is a second frame of angle iron, which, when the load is to be weighed, is raised by a lever so that the weight comes on a lever actuating a weight indicating mechanism having a dial.

Conveyor. No. 773,452. (See cut.) Marselius T. Ash, Chicago, Ill. The conveyor buckets are attached to two cables, driven by an auxiliary mechanism comprising a ratchet, a pawl, a lever, a fixed cam having a non-circular cam groove which engages a stud on the lever. The 2 cables are driven independently, and pawl and ratchet device moves the one cable forward when it lags behind the other.

Method of Separating Buck and Plantain Seed from Clover Seed. No. 772,922. (See cut.) Jos. P. Burgess, Moberly, Ind. The mixed seeds are stirred in a water bath, poured into a second receptacle, partially dried by running over a sieve, and spread out in a thin sheet. The mixture is then passed over a screen, the meshes of which permit the clover seed to pass thru. and check the swollen buck and plantain seeds.

A Grain Market.

A grain market consists of a large number of active, intelligent, grain dealers congregated in a market town, intent upon making a profit of an eighth to a quarter of a cent per bushel for themselves. But the nature of this business is such that every time they make an eighth to a quarter for themselves they are compelled to make more for the farmers than they get for themselves. If we analyze the work of such men we see that while they are not philanthropists, and are all the time working for their own profit, in effect they spend their time, talent and energies in obtaining for the farmers the highest possible price at the least possible expense.—Pres. A. B. Stickney, of C. G. W. R. R., before Nebraska Bankers Assn.

California red wheat is again finding buyers in Pennsylvania, Virginia and contiguous states.—Baltimore Produce Report.

When wheat remains at these high prices in the face of large primary receipts and a fair visible supply, together with absence of foreign demand, it simply demonstrates that legitimate conditions mean nothing to the bull speculator, who is flushed with the past year's successes and has taken the bit between his teeth.

Brazil's imports in 1902 included 149,718,000 kilos of wheat, 105,591,000 kilos of wheat flour, 6,011,000 kilos of beans, 101,000,000 kilos of rice, 127,000 kilos of barley 4,522,000 kilos of malt, 1,709,000 kilos of other grain, 23,380,000 kilos of potatoes, 6,011,000 kilos of beans, 413,000 kilos of broom straw, and 26,220 kilos of corn leaves for cigarettes.

One of the most bearish factors working against corn is the abundance of other feed. The hay crop is a good one, elevators in certain parts are groaning under their burden of oats, and stock feeders have had their fingers burned feeding high-priced corn. This bearish condition will tell against the price when the new crop moves.

LIFE INCOME

Short Story

CHAPTER I.

Father had son, age 20, for whom he invested \$27,682.47, for 20 years. Took \$40,500 security on son's life.—"OLD LINE"—Gilt Edge.

CHAPTER II.

Results in 20 years (age 40), viz.: Money all back, and as profit—\$20,000 paid-up insurance—\$1,000 yearly income for life.

CHAPTER III.

From money paid back (\$27,682.47) son bought \$1,400 additional yearly life annuity (costs \$23,702.) Keeps balance in cash.

CHAPTER IV.

Son started in to enjoy life at age 40, over \$3,000 cash. \$2,400 per year for life. \$20,000 paid-up insurance, and 28.18 years expectancy of life, ahead.

CHAPTER V.

Owing to freedom from Care and Worry he forgot to die at his expectancy, age 68, and having plenty of Nerve-Force left, concluded to take on the new expectancy at age 68, which is 9.47 years.

CHAPTER VI.

He fooled them all—lived until age 80, and just before death figured out that he had received Income for 40 years aggregating \$96,000.00 and besides would leave \$20,000.00 to his estate at death. Had been free from taxes, panics, poor collections, building alterations, etc., etc.

He requested that the following Epitaph be put upon his tombstone:

"From off this earth I now depart
To worlds of future bliss.
I hope to get as good a start
As 'Old Line' gives in this.
Throughout my life, no 'Quick-Rich' scheme
Has lodged, to tempt the Fates.
I always stuck well to my theme
'Faith in Good Interest Rates.' "

"REQUIESCAT IN PACE."

CHAPTER VII.

MORAL:—Go Thou and Do Likewise.

THE END.

"We procure for you these good results (large or small amounts) through Expert Combinations of the Best Contracts of all the leading "Old Line" Companies.

NO INVESTMENT SAFER OR BETTER.

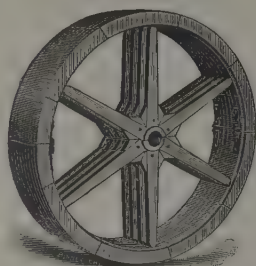
CALL OR WRITE

McDONALD, HOLBROOK & CONROY

1110 The Temple
184 La Salle

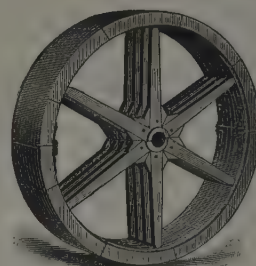
PHONE
2068 MAIN

CHICAGO, ILL.



Fire Hazard of Wood Pulleys in Elevator Heads and Boots

By Men Who Know



BUT ONE RESTRICTION AGAINST WOODEN PULLEYS.

Grain Dealers Journal: The only restriction we have in regard to the use of wooden pulleys in heads and boots of elevators in grain elevators is to decline the risk. Elevators are usually driven from the top, and a large per cent of the belt used is cotton. Should the elevator belt become loose, there is more liability to fire than in the case where iron pulleys are used. The friction being greater in the case of the wooden pulleys as both the pulleys and belt are of an inflammable nature. Yours truly, Mill Owners Mutual Fire Ins. Co. of Iowa. J. G. Sharp, Secretary, Des Moines, Ia.

WOOD OR WOOD SPLIT PULLEYS IN ELEVATOR HEADS.

Grain Dealers Journal: Elevator heads, as a usual thing, receive the least attention of any part of the machinery in a grain elevator; country elevators particularly; for the reason that, in most cases, they are located in small crowded cupolas and out of the way places, difficult to get at: hence neglected: little attention being paid to the elevator shaft when out of line, and none, or very seldom, to pulleys in the heads when the shafting is in the condition named, or at any other time.

Wooden split pulleys installed in elevator heads under these conditions, subject to the possibility of fire by friction by rubbing against the head of the elevator as well as the strut board beneath the pulley when not properly hopped, also the danger of the belt rubbing the pulley when the elevator becomes choked, thereby greatly increasing the fire hazard, is, in our judgment, sufficient reason to warrant elevator owners to refuse to allow elevator builders to install them.

There is less danger from friction in a modern wood split pulley than in the old style solid wood pulley; but there is sufficient wood in the rim of the modern wood split pulley to cause fire from friction when it chanced to rub against the elevator head; and, unfortunately, it has occurred often in the past, and will continue to do so as long as this class of pulleys is used for the purpose.

The proof of the pudding is in chewing the string, and Insurance Companies have chewed the burnt end of the string, from this cause, a good many times.

Wood split pulleys are all right when used on open shafting, but not when confined in elevator heads; and in these days when solid iron pulleys as well as iron split pulleys with iron hubs can be so readily obtained, Insurance Companies are at a loss to understand why elevator owners will allow elevator builders to install any other.

We are in hopes that the Grain Dealers Journal will use its best efforts in convincing elevator owners of this fact and aid the Insurance Companies in remedying this defect and reducing the fire losses from this cause. Yours truly, Millers National Ins. Co., Edward Dinsley, Gen'l Agt., Chicago, Ill.

WILL NOT INSURE ELEVATORS WITH WOOD PULLEYS.

Grain Dealers Journal: Knowingly we do not write elevators with wood pulleys in the elevator heads and boots. Our reason for declining elevators so constructed is that experience has clearly shown that these wood pulleys are quite apt to become loose on the bearing, causing friction. There is no question but that a great many elevators have been fired by this means. Under our rules we provided for no charges for such pulleys, for, as stated, knowingly we do not write elevators at any rate with such pulleys. Yours truly, Indiana Millers Insurance Co. E. E. Perry, Secty. & Treas., Indianapolis.

INSIST UPON REMOVAL OF WOOD PULLEYS.

Grain Dealers Journal: We have restricted the use of wooden pulleys in heads and boots of elevator legs. We will not knowingly remain on a risk carrying this hazard if we know it. In our inspections we have found several risks carrying this hazard, and on our requests (with proper explanations) the insured has willingly substituted iron for wood pulleys. Since this matter has been made public to elevator builders and elevator owners, this objectionable feature is being rapidly eliminated. In our experience we have secured evidence of several fires starting from this cause.

No one can dispute the statement that the friction of wood against wood, or against any other inflammable substance, will produce fire. It is an easy job to clamp a wood split pulley on a shaft in the head or boot of an elevator leg and give sufficient clearance from contact with the sides. The first choke up will probably cause the shaft to revolve in the pulley, while held rigid by the elevator belt. The pulley will not remain in the original position on the shaft. Under such conditions, the choke is released, elevator started and some time not far distant the odor of burning wood is discovered, generally (but not always) in time to subdue the fire. The Mutual Companies all understand this hazard. The Stock Companies pay but little attention to it.

If Stock Companies would inspect their elevator risks as often and as carefully as do the Mutuals, the fire waste on elevator risks would be reduced, at least fifteen per cent under the present showing, and this fifteen per cent almost invari-

ably is "Under Insurance," and the loss falls on the owner of the property.

I am pleased to know that our policy holders appreciate our inspections and as a rule are glad to comply with requests for changes and improvements necessary to reduce the cost of insurance and fire risk to the minimum. Very respectfully, Ohio Grain Dealers Mutual Fire Ins. Assn. J. W. McCord, Secy., Columbus, Ohio.

INCREASE THE FIRE HAZARD.

Grain Dealers Journal: No mention is made of wooden pulleys in our underwriting schedule. I do not levy any penalty because we do not accept risks equipped with wooden pulleys, especially in elevator heads or boots. They are more efficient in the transmission of power than iron pulleys, but greatly increase the fire hazard. The principal danger in their use is due to the frequent stoppage from clogging and the friction of the belt against a wooden pulley generates great heat much more rapidly than iron.

Elevator constructors and experienced insurance men agree as to the danger of wooden pulleys; but I have not been able as yet to compile any data which would be of particular value to your readers. Yours truly, U. S. Epperson, Attorney & Manager Elevator Underwriters, Kansas City, Mo.

WOOD PULLEYS OFTEN OVER- LOOKED.

Grain Dealers Journal: We recently found a case where a mutual company did not object to the wood pulleys in iron boots, as it would cause less friction against iron than wood against wood. There is some argument for this point, and yet I do not believe it is one that should be allowed. The mutual companies have made no charge for the wood pulleys, but absolutely prohibit it. However, there has been cases where the fact of wood pulleys has been overlooked by careless inspection or misleading information when the head is not accessible. The stock companies pay no attention to the hazard, and we find that throughout the west there are a great many wood pulleys. The reason for using them is based on the claim that the pulling or friction power of a wood pulley is 20 or 30 per cent more than iron pulleys, so it will lift a larger load. Allowing this to be a fact, it would show the hazard to be all the greater in the case of a choke-up or a stopping of the belt used, and that a pulley continuing to run under a tight cotton belt especially, would soon burn the belt and create a fire.

Another reason for the use is that they are light weight, easily put on the shaft, and we understand cheaper in cost. Be-

cause of the attitude of the Flour Mill Mutuals toward the wood pulleys, we find no cases where the mill furnishers are putting wood pulleys in the elevator heads in mills, but because of the attitude toward wood pulleys in the heads of the grain elevators, the mill furnishers have been very free in their use in order to cheapen the price. Our circular in regard to that matter has been sent to all mill furnishers, but we do not expect to influence them much until they find that the wood pulleys makes it difficult for the elevator owners to secure insurance, and puts them to the trouble of substituting an iron pulley. Yours truly, Grain Dealers National Mutual Fire Ins. Co. C. A. McCotter, Sec'y., Indianapolis, Ind.

OBJECT TO WOOD PULLEYS.

Grain Dealers Journal:—In regard to wood split pulleys in elevator heads and boots, in common with other mutual mill companies, we have, for years, been seriously objecting to the use of such pulleys, and we have declined to write risks in connection with which they are employed.—Ohio Millers Mutual Fire Ins. Co., Wm. H. Clark, Sec'y & Tr.

DECLINE RISKS WITH WOODEN PULLEYS IN ELEVATORS.

Grain Dealers Journal: Respecting restriction or charge for the use of wooden pulleys in grain elevators, especially heads and boots, will say that the only reason we can give is the fact that it has been demonstrated that wooden pulleys were not safe from a fire hazard standpoint. We do not make any charges where they are used, but where we know that wooden pulleys are being used they would have to be replaced by metal ones or we decline the business. We cannot make any suggestions except from an insurance standpoint, as we do not look with favor upon wooden pulleys, and where wooden pulleys are used we do not write the risk.

Yours very truly, Western Millers Fire Ins. Co. Chas. H. Ridgeway, Secretary, Kansas City, Mo.

WOOD PULLEYS DANGEROUS IN ANY PART OF ELEVATOR.

Grain Dealers Journal:—We have no specific restrictions governing the use of wooden pulleys, as we do not like to see them used at all. No charge is made for their use, as we do not wish to sanction them. They are not a necessary article, so we do not try to fix any charge for them, but try to induce our policy holders to substitute others for them.

We consider them dangerous in any part of a mill or an elevator, and especially so in elevator heads. Most wood pulleys are held in place by means of wood bushings, which are prevented from slipping by friction alone, there being no solid fastenings, such as keys and set screws of any kind to hold them in position. A good, safe pulley is held in its place by being fastened to the shaft by a set screw or a key, which keeps it tight. In the case of a wood bushing it is held tight to the shaft by the tightening of a bolt, and friction alone holds it. These bolts are in the hub or in the arms of the pulley, and hold very well for a while, but before pulley has been in use very long, the wood loses its elasticity or resiliency from its constant compression, and then the bushing begins to loosen its hold. Soon it will have relaxed enough to revolve on the shaft. There being still enough friction to create heat, it is only a short time until the bushing takes fire. Or, again, after the bushing has slightly loosened its hold on the shaft, it slips a little to one side. Sometimes this will be as much as six or eight inches. Now, if this pulley is on an open shaft it will work over until it strikes some obstacle. That may be a post or something of the kind. It will begin rubbing, and just how soon fire will ensue depends on the power behind the pulley. It may

FIRE INSURANCE

MILL OWNERS MUTUAL FIRE INSURANCE CO.

Des Moines, Iowa.
Insures Mills, Elevators, Warehouses and Contents. Oldest Flour Mill Mutual in America. Saved to Members nearly \$1,000,000.
J. G. SHARP, Secretary, Des Moines, Iowa.

ESTABLISHED 1889

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual.

E. E. PERRY, Secretary.

Millers' Mutual Fire Insurance Association of Illinois.

ALTON, ILLINOIS.

"In times of harvest lay aside a portion for a rainy day." Isn't that good advice? Well then, carry your insurance in this Company. In twenty-seven years of Underwriting we have saved about one-half of the cost of insurance to Policy-Holders. Think of what that means. Instead of paying \$100 a year only \$50. Isn't that good practice?

Cash Assets \$ 167,000.00
Net Cash Surplus 97,000.00
Deposit Notes 1,025,000.00

We write mills, elevators, grain warehouses and stock in them, for a long or short term as required. Write to our office and see for yourself.

D. R. Sparks, Pres. A. R. McKinney, Secy.

YOUR POLICY IS TO HAVE THE BEST

The

Grain Dealers National Mutual Fire Insurance Company

INDIANAPOLIS, IND.

will give you the best insurance policy you can find and at the actual cost of elevator insurance.

We insure Grain Dealers' property only and when you buy from us you buy from first hands and save the profit for yourself.

C. A. McCOTTER,
Secretary

Owners of Elevators

are now exchanging
indemnity on 318
properties
as

Elevator Underwriters

thus producing their
Fire Insurance
at Cost.

Others are becoming
subscribers daily.
All good risks are
eligible.
Write for particulars.

U. S. EPPERSON,
ATTORNEY and MANAGER,
407-408-409 Kemper Building,
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Reliable Insurance ...

On Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

MILLERS NATIONAL INS. CO.

205 La Salle Street, CHICAGO, ILL.

Chartered 1885 Assets, \$3,380,676.56
Net Cash Surplus, \$466,594.95
W. L. Barnum, Sec'y.

ELEVATOR AND GRAIN INSURANCE

The Old Reliable
Michigan Millers
Mutual Fire Ins. Co.
of Lansing, Mich.

Assets \$1,500,000
Losses paid 1,000,000
Net cash assets 255,000

be enormous or slight, but will eventually create fire, unless some watchful employee discovers the condition and takes the necessary steps to remedy it.

Now, take the case of elevator heads where the pulleys are concealed. Here the pulley will burn from its friction, as first outlined, or work over against the side of the head and work away in its destructive manner until it sets fire to the head. Our inspectors have often found these pulleys so hot the hand could not be laid on them. As a rule, the elevator heads are bunched together, and when one takes fire the others go. Being crowded together and the bushings in a way inaccessible, the bolts holding the bushings in position do not receive the attention they should have. Elevator legs are good flues and fire carriers in any event, and when a fire starts in one, the plant is gone in most cases.

Suppose an elevator chokes, and they all do at times. As the co-efficient of wood is greater than that of iron, the cups pull through the stock, until entirely loaded before slipping. Now the pulleys must stop, or the belt will heat and burn the pulley, itself, or the stock. You can readily see that something is going to happen.

Some wood pulleys are fastened tightly by having an iron hub, to which the wood is safely secured. This kind of a pulley can be keyed onto the shaft so as to do away with the danger of slipping. But there is still the danger of a choke up with it, so that, while it is better than the ordinary wood pulley, it is not safe enough to come up to our requirements.

For these reasons we consider wooden pulleys out of place in a mill or an elevator, and a menace to the safety of the property. Elevators are hazardous enough at best without this additional hazard. It is very easy to do away with the danger by the substitution of a good iron pulley which will not slip or burn, and this is what we recommend to all millers and grain men.—Millers Mutual Fire Insurance Ass'n of Ill., A. R. McKinney, Secretary.

Elevator Lamps.

BY C. A. MCOTTER.

Where lamps are absolutely necessary, metal oil holders are better than glass. They will stand a blow and generally extinguish the flame before spilling the oil.

No glass lamps should be used. If accidentally hit they will spill the oil, before flame is extinguished and cause a fire.

Dropped and overturned lanterns have been the cause of many fires.

Be cautious of a lamp or lantern which does not give a clear, bright light. The cause is improper combustion which will heat the burner and oil and cause an explosion.

If the flame of lanterns and lamps is not full and bright, there is some defect in the burner. The burner becomes clogged with dust and does not supply sufficient air.

Burn all oily waste or rags used in cleaning lamps and lanterns. Never keep oily waste in a warm and concealed place.

Do not allow lamps or lanterns to be filled or trimmed outside of the office or power-house, where filling facilities should be supplied.

There is a spontaneous combustion hazard in cheap oil. Buy good oil and you will make money by it.

Supply Trade

A receiver for the Walter A. Zellnicker Supply Co., of St. Louis, Mo., has been petitioned for by creditors.

The Denning Wire & Fence Co. has succeeded the Denning Fence Works, of Cedar Rapids, Ia., and will continue the manufacture of grain bins, corn cribs and wire fence.

The Carthage Grain Door Co. has been incorporated at Carthage, Mo. The capital stock is \$50,000; and the incorporators are Geo. R. Grigg, J. S. Ross, H. T. Harrison and others.

The Sykes Steel Roofing Co., of Chicago, Ill., has bot 100 x 119 feet of ground at the corner of Sangamon street and 19th place, on which to erect for its use a 4-story and basement factory building.

The man who makes his goods a little bit better than his competitors and can convince the consumer of that fact has less fierce competition and gets a better price for his goods. It is just here that "reputation" counts.

The plan of fire insurance conducted by U. S. Epperson as attorney and manager, at Kansas City, Mo., has now been in effect over a year. The first policy was written Sept. 10, 1903; and there are now 425 policies in effect.

The abolition of agents' commissions will put all agents on the basis of advisors or advertising councilors. The success of the agent will then depend solely upon the quality of the service he gives. It will be, as in other professions, a case of the survival of the fittest, free of the present demoralizing element of rate inducements.—Profitable Advertising.

Late sales of Richardson Automatic Scales by the Richardson Scale Co., of New York, N. Y., include shipments to J. Rosenbaum Grain Co., Chicago, Ill.; A. Cyphers, Newark, N. J.; Nordyke & Marmon Co., Indianapolis, Ind.; E. F. Shelby, Loudonville, O.; American Sugar Refining Co., Jersey City, N. J.; Millbourne Mills, Philadelphia, Pa.; Pioneer Flouring Mills Co., Island City, Ore.; Andrew Bowling, Staunton, Va.; Thornton-Chester Milling Co., Buffalo, N. Y.; Urban Mills, Buffalo; Daly West Mining Co., Park City, Utah; S. C. Hurt & Sons, Lynchburg, Va.; Atlas Portland Cement Co., Northampton, Pa., and Hannibal, Mo.; Brooklyn Heights Ry. Co., Brooklyn, N. Y.; Perin Bros., Cincinnati, O.; Harrison Bros., Philadelphia, Pa.; W. A. Combs Milling Co., Coldwater, Mich.; Simmons Milling Co., Redwing, Minn.; Strong & Northway, Minneapolis, Minn.; Boone Cereal Co., Boone, Ind.; Allis-Chalmers Co., Milwaukee; Elk Valley Mill Co., Laramore, N. Dak.; Geo. Q. Moon & Co., Binghamton, N. Y.; Listman Mill Co., LaCrosse, Wis.; Union Milling Co., Union, Ore.; La Grande Milling Co., La Grande, Ore.; Flat Top Grocery Co., Bluefield, W. Va.; Western Montana F. M. Co., Missoula, Mont.; Oneonta Milling Co., Chicago and Oneonta, N. Y.; Elevator Milling Co., Springfield, Ill.; Schlitz Brewing Co., Milwaukee, Wis.; and Kehlors Bros. Mill Co., St. Louis, Mo.

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A good town in Eastern Kansas, in a fine wheat growing section, will give a free site and generous bonus to secure an up-to-date flour mill.

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